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HONG KONG, WEDNESDAY, APRIL 24, 1929. PRICE \$3.00 Per Month.

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CANTON INVOLVED IN NEW WAR

MARCH ON KWANGSI "SIMULTANEOUS" ORDERS BY CHANG KAI-SHEK

ATTACK BY HUNAN ALSO

Shanghai, Yesterday.
According to reports from Changsha, General Ho Yao-tsu has received orders from Marshal Chiang Kai-shek to advance against the pro-Kwangsi rebels in the south of Hunan province, while General Ho Chien is proceeding to Hengchow (in the south of Hunan) to-morrow in connection with simultaneous advances from Hunan and from Kwangtung against Kwangsi.—Reuter.

[Both Generals supported Nanking in the crisis. Hunan province is to the north of Kwangsi and Kwangtung. If the news conveyed in the foregoing is correct, it means that Nanking has declared war against Kwangsi province (the only one remaining to the Kwangsi faction) and that an expedition will have to be sent from Canton against Kwangsi.]

Up-River War Ends

Shanghai, Yesterday.
A message from Hankow says the remnant of the pro-Kwangsi rebels are concentrated in the region of Ichang, awaiting re-organisation by the Government.
Marshal Chiang Kai-shek has provided a sum of \$10,000 each for the rebel Generals Ho Tsung-tao, Tao Chun and Hsia Wei as travelling expenses abroad. A gunboat is going up-river to convey them to Hankow where it is expected they will call on Chiang Kai-shek before leaving the country.—Reuter.

SORTIES SUCCEED

NATIONALISTS BACK AT CHEFOO

ASSURANCE TO CONSUL

Chefoo, Yesterday.
General Liu Chen-nien's sorties from the city have been entirely successful, resulting in the routing of Chang Tsung-chang's (Northern) forces and the capture of 3,000 men and nearly all Chang's munitions.

Liu Chen-nien's Chief of Police has called on the Senior Consul and renewed his assurances of protection for foreign life and property. He stated that General Liu's administration has already all former officials were returning, taken over control at Chefoo and Chang Tsung-chang's destination is now stated as Tengchowfu (and not Dairen), where his troops are concentrating.—Reuter.

The Debacle

Chefoo, Monday.
Two or three thousand of deserters from Chang Tsung-chang's (Northern) army arrived at Chefoo to-day from the east. The troops are leaderless and disorganised.

Officials of Chang Tsung-chang's army have been endeavouring to obtain passports for the Japanese port of Dairen, in Manchuria.

Among the Chinese there is fear that looting may take place but, so far, the behaviour of the troops has been orderly.—British Naval Wireless.

Equipment Jettisoned

Chefoo, Yesterday.
During the night the Northern troops left Chefoo by land, re-entring towards Lungkow. Hundreds were observed throwing away their equipment. Some escaped on Japanese seamen.

Chang Tsung-chang also escaped, probably on the gunboat "Ching Hai."

The Nationalist flag is flying in Chefoo again, and conditions are normal. General Liu Chen-nien has arrived and assumed charge.

Later

Chefoo remains quiet. General Liu has proceeded to intercept Chang Tsung-chang.—British Naval Wireless.

TRAIN DISASTER

ON TRANS-SIBERIAN RAILWAY

6 KILLED: 9 INJURED

Moscow, Yesterday.
A landslide, as the result of recent earthquakes, wrecked a trans-Siberian train between Irkutsk and Chita.

Six persons were killed and nine seriously injured.—Reuter.

INTERFERENCE

SHIPPING MANAGER FINED

"CHARLES HARDOUIN" CASE

An action taken under Section 287, Sub-Section 2, of the Merchant Shipping Act, which reads:—
"If any person on board any such steamer wilfully does or causes to be done anything in such a manner as to obstruct or injure any part of the machinery or tackle of the steamer, or to obstruct, impede or molest the crew, or any one of them, in the navigation or management of the steamer, or otherwise in the execution of their duty on or about the steamer, he shall for each offence be liable to a fine not exceeding twenty pounds."

was instituted against Chew Jar-hoo, manager of the San Nam S.S. Co., by Mr. A. G. Corbin, chief officer of the s.s. "Charles Hardouin."

Importance to Officers

The case aroused much interest among the shipping fraternity, particularly masters and officers on the West River run. The China Coast Officers' Guild, through its Secretary, Capt. T. T.

SPECIAL PICTURES

TO-MORROW THE DUKE OF
GLOUCESTER ARRIVES IN HONG
KONG. THE "CHINA MAIL"
WILL PUBLISH A SPECIAL FULL-
PAGE OF PICTURES OF HIS ROYAL
HIGHNESS. MAKE SURE YOU GET
YOUR COPY BEFORE THE ISSUE IS
SOLD OUT. IT WILL BE A UNIQUE
SOUVENIR OF THE AUSPICIOUS
OCCASION.

Laurenson, D.S.C., watched the case in the Marine Court.

Mr. Geo. K. Hall Brutton appeared for the complainant and the accused was represented by Mr. F. H. Loseby.

Outlining the case, Mr. Brutton laid emphasis on the wording of the Act and stressed the importance of it. He said that it was of vital importance that a master or officer of a ship should not be impeded in duty. They were responsible not only for the safety of the ship but for the lives of the passengers and crew as well. The "Charles Hardouin" was on a voyage to the Colony from Kowloon on April 15. At 8.10 that night, complainant went on the bridge to relieve the captain. The vessel came to Pillar Point at about ten o'clock, when complainant saw ahead of him was the s.s. "Yuet On" and still further was another steamer. The "Yuet On" was ahead of the "Charles Hardouin" on the starboard bow and was only two cables away.

Capsicum Pass
Complainant realised at once that if he were to continue at the same speed at which the "Charles Hardouin" was going, they would be abreast of each other when passing Capsicum Pass. He considered that it was necessary for him to slow down. Accordingly, he telegraphed to the engine room to reduce speed. This was done, and the No. 1 pilot, who was with complainant, asked the latter what it all meant. Complainant replied that it was his business and that if he did not reduce speed, the two vessels were bound to pass close to each other when entering the Pass, and that would be dangerous.

The pilot then left the bridge and later returned with the purser and the accused, Chow Jar-hoo. The latter entered into an argument with complainant and ordered him to speed up again.

"Insult to Injury"
Commenting on the action of the accused, Mr. Brutton said that it was most dangerous for anyone to interfere with the navigation of a ship. At that voyage the vessel carried 776 passengers, and their lives were being endangered if the officer in charge of the bridge were not allowed to exercise his own discretion and knowledge. The practice, he said, was a common one among Chinese-owned vessels.

In this case, the accused had not only acted contrary to rules and order, but added insult to injury by sending a notice to the complainant the following day saying that his services would no longer be required.

After evidence had been heard, his Worship imposed a fine of \$1,000 or six months' hard labour.

A SENSATIONAL AFFAIR

ON C.P. STEAMER

"MYSTERIOUS AND SUDDEN" DEATHS ANNOUNCED

THE "DUCHESS OF ATHOLL"

New York, Yesterday.
The Canadian Pacific Agents announce that one English and two American passengers on board the "Duchess of Atholl" have died of sun stroke, but a private cable from a passenger alleges that four stewards and six passengers died mysteriously and suddenly during the cruise to the South American and African coasts.—Reuter's American Service.

C.P. Official Statement

Montreal, Yesterday.
The latest Canadian Pacific statement, regarding the deaths aboard the "Duchess of Atholl" says that four passengers died, two of sunstroke and two of malaria.—Reuter.

HIS MAJESTY

REGARDED AS DEFINITELY CONVALESCENT

GOING TO WINDSOR

London, Yesterday.
His Majesty is now definitely convalescent, and there is no reason to suppose that anything will interfere with his continued recovery.

It has been provisionally arranged that the Court will go to Windsor Castle in the middle of May for a month and later to Sandringham.—Reuter.

No Further Daily Statements
It is stated this evening that the King's recovery has now reached a point where it is unnecessary for further daily statements concerning His Majesty to be issued.

It is learned on trustworthy authority that His Majesty will definitely conclude his stay at Bognor during the middle of May. His Majesty will go direct to Windsor, where he will stay for about a month before going to Sandringham. His stay at Windsor will cover the period of the General Election.

It is understood that the King has expressed a desire to carry out the usual duties falling to the Sovereign at such a time, but it is not expected that he will perform the opening ceremony of the new Parliament.—British Wireless Service.

LOYAL SUBJECTS

HONG KONG REPLIES TO THE KING'S MESSAGE

"EARNEST PRAYER"

H.E. the Governor of Hong Kong (Sir Cecil Clementi, K.C.M.G.) today sent to the Secretary of State for the Colonies the following telegram:—

"The Governor in Council, on behalf of the Colony of Hong Kong, respectfully and gratefully thanks Your Majesty for your gracious and inspiring message received on St. George's Day. It is the earnest prayer of all your Majesty's loyal subjects in Hong Kong that your Majesty may be preserved in complete health and strength long to reign over us."

Other Nations

Paris, Yesterday.
The British Embassy here has sent a message to the Press expressing His Majesty's deep appreciation of the sympathy shown by all classes in France during his illness.—Reuter.

The Hague, Yesterday.
The British Legation has sent a similar message to the people of the Netherlands.—Reuter.

NAVAL MOVEMENTS

"CUMBERLAND" GOES NORTH TO WEIHAWEI

China Station movements yesterday were as follows:—

H.M.S. "Cumberland" left Nanking for Woosung en route for Weihaiwei. H.M.S. "Cornflower" left Woosung for Weihaiwei. H.M.S. "Sepoy" arrived here from Woosung.

H.M.S. "Carryfort," carrying relief, arrived at Nanking from Shanghai. H.M.S. "Cleopatra," also carrying relief, left Woosung for Hong Kong and is expected here on April 26 at 6 a.m.

TREASURY CASE

JURY MAKE A TOUR OF INSPECTION

MR. BLACK IN THE BOX

The case in which the Government is suing the Hong Kong and Shanghai Banking Corporation in respect of three cheques alleged to have been forged, was resumed this morning at the Supreme Court, before His Honour the Chief Justice (Sir Henry Gollan, C.B.E., K.C.).

The case is a sequel to the Carvalho Yeo trial, in which he was found guilty of having defrauded the Government to the extent of \$260,407.93 by means of the three alleged forged cheques now in dispute.

Counsel in the case are:—
For plaintiff: Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon (instructed by Mr. T. M. Hazlerigg, M.C., Treasury Solicitor).
For defendants: Mr. F. C. Jenkin (instructed by Messrs. Johnson, Stokes & Master).

The special jury comprises Messrs.:—H. A. Lammett (foreman), G. F. Haslam, S. M. Churn, B. Wong, Tape, C. L. C. Sandes, Wong Kwong-tin, R. M. Dyer.

Mr. T. Black, cashier of the Treasury, continued his evidence. He said that Carvalho Yeo was engaged on Sept. 1, 1926. He held a clerical position and was in charge of the water rate collection books. Carvalho Yeo's salary was \$1,000 per annum. The water rate collec-

CHANGTSEH RELIEF

Distressed Foreigners Arrive at Changsha

Changsha, Yesterday.
Mr. Cabb, of the A.P.C., and Messrs. Jacobson, Rose, Toetell, Cornetski, and Pelling have arrived at Changsha from Changchun, whence they were rescued by the shallow draft tug "Chuchow," manned by Lt. L. P. Skipwith and men from H.M.S. "Widgeon."

Marshal Chiang Kai-shek, President of the State Council of the National Government, has arrived at Changsha from Hankow.—British Naval Wireless.

tion books were kept in a safe in which were kept also the Treasury cheque books, one of which was in current use and the other was kept in reserve. Yeo, therefore, had access to the cheques.

On Jan. 6, 1928, Yeo left the service saying that he had had a quarrel with a superior officer. He also paid 25 days' salary in lieu of notice.

Yeo was subsequently arrested on a charge of forgery and fraud. He was tried at the last December Sessions and was sentenced to ten years' imprisonment.

Witness said that Yeo also had the opportunity of seeing him signing the cheques. Mr. Black then went on to describe the procedure adopted by the Treasury on receipt of a new cheque book. Previously the cheque book was kept on Tsang On-wing's desk during the tiffin hour, but now the cheque book was kept in a safe and not allowed to lie loose on the desk.

New Precautions
Other alterations put into operation since the discovery of the fraud included that of initialling the entries in the cash book by witness whenever a cheque was signed. He also inspected the cheque book at the close of each day's work. When a cheque book was finished, the covers were retained and kept by witness.

All cheques exceeding \$500 were not signed until the payee called for them. All new cheque books received were inspected by two officers to see that no cheques were missing. Also all amounts exceeding \$1,000 were crossed whether the payee liked it or not.

An adjournment was ordered to enable the jury to inspect the Treasury, after which Mr. Jenkin began his cross-examination of Mr. Black.

The Tillery Colliery, Abertillery, which employs 900 men, is to re-start, having been closed nearly a year.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 9/16.

IMPORTANT LEGAL CHANGES

LORD SHAW RESIGNS

NEW LORD OF APPEAL APPOINTED

"SCOTTISH POSTS"

London, Yesterday.
The following announcements are made:

Lord Shaw has resigned his office as Lord of Appeal Ordinary and the King has conferred a Barony upon him upon his retirement after 20 years' service.

His Majesty has appointed the Right Hon. William Watson, Lord Advocate for Scotland, to be Lord of Appeal in Ordinary, and has approved of their appointment of Mr. Alexander MacRobert, Solicitor-General for Scotland, to be Lord Advocate and the appointment of Mr. Wilfrid Normand to be Solicitor-General for Scotland.—British Wireless Service.

[Lord Shaw was born at Dunfermline, in May, 1850. He was formerly Solicitor-General for Scotland (1894-95), Lord Advocate for Scotland (1905-9) and Liberal M.P. for the Hawick District (1892-1909). He is generally regarded as a very able jurist.

Mr. Wilfrid Guild Normand, K.C., son of Mr. P. H. Normand, Aberdeen, Fifeshire, was born in 1884. He was educated at Fettes College, Edinburgh, Oriel College, Oxford, Paris and Edinburgh Universities. The new Solicitor-General for Scotland served in the Royal Engineers during the European War (1915-18), was appointed Editor of the Juridical Review in 1920 and is a trustee of the National Library of Scotland.]

ERRANT GIRL

POSSESSION OF LOTTERY TICKETS

HIDDEN IN GIRDLE

A small Chinese girl was this morning charged before Major C. Wilson, O.B.E., at the Central Magistracy, with the unlawful possession of 90 poppy lottery tickets. She was arrested in Queen's-road Central, and the tickets were found hidden in her girdle.

Inspector Murphy, told the Magistrate that the girl flatly refused to help the Police to trace her mother.

The grandmother, who was present in Court, told his Worship that the girl's mother worked as an amah at the M.B.K. Mess, and the child was in her care. She was willing to guarantee the girl's future good behaviour.

His Worship accordingly bound the girl over for six months on a \$50 bond to be signed by the grandmother. The girl was warned that the next time she got into mischief she would be sent to the Po Leung Kuk, whilst the grandmother was cautioned to look after the child better or she would lose \$50.

UNEMPLOYED

STILL A SERIOUS PROBLEM IN BRITAIN

OFFICIAL FIGURES

London, Yesterday.
The number of unemployed on April 15 was 1,153,500, being 24,567 less than the week before, but 69,726 more than the year before.—British Wireless Service.

RUBBER

TWO U.S. ORGANISATIONS MAY BE MERGED

New York, Yesterday.
The Rubber Association of America and the Rubber Institute will probably be merged to form a new Co-operative Association of Rubber Manufacturers throughout the industry.

There will be special meetings regarding the matter of members of the two organisations on May 10.—Reuter.

HAWAII

A NEW GOVERNOR APPOINTED

Washington, Yesterday.
Mr. L. M. Judd of Hawaii has been appointed Governor of the Hawaiian Islands.—Reuter's American Service.

DISARMAMENT

MIXED FEELINGS AT WASHINGTON

LONDON-SATISFIED

Washington, Yesterday.
Mr. Gibson's gesture at Geneva in the direction of naval disarmament has taken official Washington by storm. The concrete character of the proposals has come as a tremendous surprise. Only the President, the Secretary of State and perhaps a few others knew what was in the wind.

The proposals are interpreted to mean that Pres. Hoover is determined to try to end the mere talk and to get down to "brass tacks." He is striving for an agreement which will result in actual reduction in existing naval armament instead of merely a limitation in various categories.

Proposals Stigmatised
Mr. Britten, Chairman of the Naval Committee of the House of Representatives, stigmatises the proposals as a "complete surrender" to the principles advanced by the American delegates at the last Geneva Conference and as "another Naval victory for British diplomacy."

Pres. Hoover Congratulated
The British Ambassador (Sir Esme Howard) yesterday personally

FAIR

To-day's weather report, from the Royal Observatory states: The anti-cyclone now covers Japan; the depression appears to have filled up.
Moderate monsoon will prevail over the China Sea.
Forecast:—E. winds, moderate; fair.

congratulated Pres. Hoover and emphasised England's hearty welcome of the proposals.—Reuter's American Service.

London, Yesterday.
Mr. Hugh Gibson's proposals have been received with the keenest satisfaction in authoritative circles in London. It is felt they will provide a new starting point and fresh impetus to the cause of naval disarmament.

It is regarded as worthy of note that there has not been a single discordant note in the reception of the proposals by the Press and public, but it is realised that the whole question is most complex, and that the proposals must be very fully explored by the British Government and its experts.

There are also expected to be further important exchanges of views between the interested delegations at Geneva.—Reuter.

U.S.A. Deeply Interested

New York, Yesterday.
American newspapers devote unlimited space to Mr. Gibson's suggestion of naval cuts. They all publish despatches from Washington describing the eager interest of officials, and declare that lovers of peace have not had such a thrill since Mr. Hughes' famous announcement at the opening of the Washington Disarmament Conference, calling on the Powers to "scrap tonnage in the interests of the Disarmament."—Reuter's American Service.

Chemical Warfare
Geneva, Yesterday.
The Disarmament Committee, after a three hours' private session, finally agreed to the chapter on chemical warfare in the draft of the convention, with an addition, proposed by the Belgian delegation, prohibiting such warfare under conditions of reciprocity between the various States. The Committee also adopted the Russian motion in favour of encouraging those Powers who had not yet signed the protocol of 1925 abolishing Chemical Warfare to do so. Hitherto, 13 States have signed the Protocol.—Reuter.

Britain's Views
London, Yesterday.
It is understood that the Cabinet will give prompt consideration to the statement regarding naval reductions, made yesterday by Mr. Gibson.

In London the highest importance is attached to it and satisfaction is shown in official circles at the unanimous welcome extended by the British press to-day to Mr. Gibson's speech and Lord Cusheundun's ready response.

It is understood that the British authorities have no preconceived

INDUSTRIAL AMITY AT HOME

NEW DEVELOPMENT

OFFICIAL RECOGNITION OF T. U. C.

AIMING AT CO-OPERATION

London, Yesterday.
A far reaching departure in industrial relations and one promising a better understanding was reached at a conference of employers' representatives and the Trades Union Congress Conference.

It was decided to appoint a joint committee to examine the best methods for consultation and co-operation.

This is the first time the T. U. C. has been officially recognised by employers as an official body.

Peace in industry is now an official movement, as co-operation has been specifically named as one of the objects aimed at.—Reuter.

Important Industrial Move

A British Wireless message, of yesterday's date, says: The most important industrial move, for many years, began to-day when the General Council of the Trade's Union Congress met delegates of the National Confederation of Employers' Organisations and the Federation of British Industries to examine the possibilities of securing greater co-operation between capital and labour. Lord Gainsford presided. A resolution was adopted that the conference adjourn to consider the appointment of a joint committee to examine the best methods for consultation.

"GRAF ZEPPELIN"

STARTS ON A SECOND MEDITERRANEAN CRUISE

OFF TO THE CANARIES

Friedrichshaven, Yesterday.
The "Graf Zeppelin" has started upon a second Mediterranean cruise towards the Canary Isles via Spain, returning across the western Mediterranean.

The 20 passengers include a French Embassy official.—Reuter.

Japan's Attitude

Tokyo, Yesterday.
Mr. Gibson's speech is cautiously hailed in high naval quarters as a welcome indication of the general character of the Hoover Administration as significant of a new prospect of tration's disarmament position, and a limitation agreement.

Official comment on the definite points touched upon by Mr. Gibson is withheld pending the receipt of an official detailed report from Geneva. The Navy Office spokesman declines to state whether Japan is ready to join America in acceptance of the French proposals of 1927 as a basis for discussion, or whether Tokyo agrees with the American insistence upon restriction of all categories of ships as a preliminary to more drastic restriction.

The spokesman asserted that Mr. Gibson's speech was a hopeful gesture rather than a definite plan of procedure. Japan must await concrete proposals before defining her attitude on the subject, although naturally any indications of America's willingness to amend her 1927 position will be carefully studied here.

Sato's Instructions
The Navy Office spokesman reiterated Japan's sincere desire to contribute her full share to further naval limitation. He revealed that Viscount Sato's instructions included an authorisation to pledge Japan favourably to consider any proposals for the reduction of maximum tonnage of individual capital ships, the extension of the capital ship age limit, and the calling of a second Washington Conference before 1931.

However, his instructions did not cover such important points as Mr. Gibson's speech brought out, hence Viscount Sato was able to reply only in general terms.—Reuter.

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ON
MONDAY, the 29th April, 1929,
commencing at 2.30 p.m.
at No. 5, Queen's Gardens,
A Quantity of

VALUABLE HOUSEHOLD
FURNITURE
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A Quantity of

BLACKWOOD WARE
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NOTICES.



NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED of the following Traffic arrangements which will be enforced during the landing of H.R.H. The Duke of Gloucester on THURSDAY, the 25th inst. and the reception on the H.K. Cricket Club Ground on the 26th inst.

1.—Connaught Road Central from Pedder Street to Jackson Road will be entirely closed from 10.00 a.m. to 11.30 a.m. Vehicular traffic will proceed via Des Voeux Road Central.

2.—Queen's Road Central from Garden Road to Ice House Street will be entirely closed to vehicular traffic (except tram cars) from 11 a.m. to 12 noon. West bound traffic will be diverted by way of Murray and Chater Roads. East bound traffic from Queen's Road Central by way of Pedder Street, Chater Road and Murray Road.

3.—No motor cars will be permitted to park in City Hall Square, Statue Square, Wardley Street and Chater Road between Statue Square to Murray Road between 10 a.m. and 12 noon.

4.—Guests invited to attend at Queen's Pier on 25.4.29 will proceed by way of Murray Road and Connaught Road Central to the Hong Kong Club where they will alight and walk to the pier. Cars to be parked in Connaught Road Central east of the Hong Kong Club.

At the conclusion of the reception on the pier, the guests will walk to the City Hall by way of Statue Square and Wardley Street.

At 11.30 a.m. the cars parked in Connaught Road Central east of H.K. Club may be allowed to proceed to Wardley Street and Statue Square.

5.—No bus traffic will be permitted west of Garden Road between 10.45 a.m. and 11.30 a.m.

6.—Traffic proceeding to and from the Upper Levels between 10.30 and 12.30 will be diverted by way of Ice House Street, Lower Albert Road, Wyndham Street and Arbuthnot Road and Vice Versa.

7.—Wardley Street between Queen's Road Central and Des Voeux Road Central will be entirely closed to traffic between 10.30 and 12.30 hours, except for parking as in Para. 4.

8.—Kennedy Road will be entirely closed to vehicular traffic from 4 p.m. to 6.30 p.m.

FRIDAY, 26th inst.

Reception at the Hong Kong Cricket Ground.

1.—Guests arriving from the west of Jackson Road will enter the Cricket Ground by the gate in Queen's Road Central. Guests arriving from Garden Road and from east of Murray Road will enter by the gate in Murray Road.

2.—Exit will be by gates in Queen's Road Central and Murray Road.

Cars will not be allowed to approach the gate in Queen's Road Central, to pick up owners or passengers.

3.—Cars will be parked in Chater Road, Jackson Road outside Hong Kong Club, and Connaught Road near the V.R.C.

4.—Connaught Road Central east of Star Ferry and Chater Road east of Queen's Statue will be closed to vehicular traffic between 3.30 and 5 p.m. Traffic will proceed via Pedder Street and Des Voeux Road Central.

T. H. KING,
Ag. Capt. Supt. of Police.
Hong Kong, 22nd April, 1929.

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Itch, Eczema, Dermatitis, etc., etc.

NOTICES.



NOTICE.

HONG KONG & KOWLOON
WATER SUPPLY.

THE QUANTITY OF WATER in the Storage Reservoirs has fallen so low that further restrictive measures are under consideration, and should an adequate rainfall not occur before the end of April the Water Supply in HONG KONG & KOWLOON will be CUT OFF daily between the hours of 6 p.m. and 6 a.m. from the 1st May.

The most rigid economy in the consumption of water is now essential, and the co-operation of the public in preventing waste is again earnestly requested.

HAROLD T. CREASY,
Water Authority.
Public Works Department,
Hong Kong, 19th April, 1929.

DOUGLAS STEAMSHIP
COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 29th April, 1929, at 11 a.m.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th of April to 29th of April, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers,
Hong Kong, 17th April, 1929.

CHINA UNDERWRITERS
LIMITED.

NOTICE OF REMOVAL.

ON and from MONDAY, 29th April, 1929, our Offices will be removed to:

HONG KONG BANK BUILDING
(4TH FLOOR),
4A, DES VOEUX ROAD,
CENTRAL.
HERBERT R. STURT,
Manager.
Hong Kong, 22nd April, 1929.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 27, 1929, commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, April 26, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.
Hong Kong, April 20, 1929.

BEST COAL & CHEAPEST PRICE

KWONG HANG & CO.

Tel. C. 2736.

43, Des Voeux Road Central.

Government and Admiralty Coal

Contractors.

HOUSE COAL.

Peak at \$23.00 per ton.

Upper Level at \$22.00 "

Middle Level at \$21.00 "

Central Office at \$20.00 "

Kowloon at \$17.00 "

The above prices include delivery charges to destination.

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SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 6231.

First Branch:—No. 5, D'Aguiar Street. (For Ladies only) (Telephone No. C. 6244).

Second Branch:—No. 22, Queen's Road Central. (For Ladies & Gents.) (Rear Ground floor of Kowloon Building).

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours:—8 a.m. to 7 p.m. on weekdays. 12 noon to 6 p.m. on Sundays.

THEATRE ROYAL

Three Farewell Performances
MONDAY, TUESDAY AND
WEDNESDAY,
APRIL 29, 30 & MAY 1.

THE BANVARD
MUSICAL COMEDY
COMPANY

BY GENERAL DESIRE
MONDAY, APRIL 29 AT 9.15
"CLOWNS IN CLOVER"

TUESDAY, APRIL 30 AT 9.15
"LIDO LADY"

WEDNESDAY, MAY 1, AT 9.15.
AN ENTIRELY
NEW REVUE
WILL BE PRESENTED

POPULAR PRICES:
\$3, \$2, & \$1.
BOOK AT MOUTRIE'S
\$3 O'LY.

66 MILES ON
1 GALLON OF GAS

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Wheaton, Ill., U.S.A., has patented
a Vapour Moisture Gas Saver and
Carbon Eliminator for all Autos
and Engines that beats any ever
got out.

Old Fords report as high as 66
miles on 1 gallon. New Fords 55.
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creases of 1/4 to 1/2 more.

Mr. Critchlow offers to send 1 to
introduce. He also wants County
and State Agencies everywhere to
make \$250 to \$1,000 per month.
Write him in England to-day. W.
Critchlow, 1713 B St., Wheaton, Ill.,
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ACCESSORIES.

GUNS:—Greener, Webley & Scotts,
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Cartridges to suit all bore.

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ARMS AND AMMUNITION
STORE
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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout,
No. 3 for Chronic Nephritis.
Sole Importers:—THE CHINA MAIL,
10, Queen's Road Central, HONG KONG.
Sole Agents:—THE CHINA MAIL, 10, Queen's Road Central, HONG KONG.

DUKE'S VISIT

PROGRAMME FOR VISIT
THIS WEEK

SUPPLEMENTARY DETAILS

The following is the official programme for the visit of His Royal Highness the Duke of Gloucester:—

To-morrow—Thursday

10 a.m.—His Royal Highness and Suite will arrive on the s.s. "Morea," which will tie up at No. A1 Commercial buoy.

At 10.25 a.m.—His Excellency, accompanied by his Staff, will leave Government House and motor to Queen's Pier, where His Excellency will embark on the launch "Britannia" and proceed to the s.s. "Morea" to pay an official call on His Royal Highness.

His Excellency, accompanied by Captain Sillitoe, will leave the s.s. "Morea" at 10.45 a.m. and return to Queen's Pier.

At 10.55 His Royal Highness and party, accompanied by Captain Whyte, will leave the s.s. "Morea" in the launch "Lila" and proceed to Queen's Pier for the official landing. At Queen's Pier, there will be present to welcome His Royal Highness, His Excellency and Staff, members of the Executive and Legislative Councils, representative Officers of the Royal Navy, Army and Royal Air Force, and representatives of the Chinese community.

After meeting these gentlemen His Royal Highness will inspect a Guard of Honour provided by the Somerset Light Infantry. After this the party will drive to the City Hall via Connaught-road Central, Connaught-road West, Hill-road, Queen's-road West, Queen's-road Central, and City Hall. On arrival at the City Hall His Royal Highness will inspect the Guard of Honour provided by the K.O.S.B., and after this will proceed to the stage at the Theatre Royal for the presentation of addresses.

The presentation of addresses from the British community will be made by the Hon. Sir Henry Pollock and that of the Chinese community by the Hon. Sir Shou-sen Chow. In all probability His Royal Highness will reply to these addresses.

At the conclusion of this ceremony His Royal Highness and party, accompanied by His Excellency and party, will drive to Government House via Queen's-road Central, Garden-road and upper Albert-road. This route will be lined by troops and, on arrival at Government House, His Royal

Highness will inspect detachments of Girl Guides, St. John Ambulance Brigade, and Boy Scouts.

At 1 p.m. a luncheon party will be held at Government House.

At 4.40 p.m. His Royal Highness will leave for the Polo Club, where he will play four or five chukkahs.

At 8.15 p.m. there will be an official dinner at Government House.

Friday

On Friday morning His Royal Highness will proceed to Fanling to play golf, leaving Government House at 9 a.m. and driving to Fanling via Tai-po by car. Members of the Royal Hong Kong Golf Club have been asked to play with His Royal Highness and suite. The party will have luncheon at the Club House, Fanling, and at the conclusion of this will return to Kowloon via Castle Peak, arriving at Government House about 3.30 p.m.

At 4.30 p.m. His Royal Highness, accompanied by His Excellency the Governor and their respective staffs, will proceed to the Hong Kong Cricket Club for a reception. The party will motor via upper Albert-road, Garden-road, Queen's-road, and Jackson-road. At the entrance to the Hong Kong Cricket Club the party will be met by the Chairman and members of the Committee of the Hong Kong Cricket Club. The party will then proceed to the Royal enclosure. During the reception the band and pipes of the K.O.S.B. will play. At the conclusion of the reception His Royal Highness and party will return to Government House.

At 6 p.m. the party will leave Government House for the Peninsula Hotel to attend a dinner given by the Hong Kong General Chamber of Commerce.

Saturday

At 12.20 p.m. on Saturday the party will leave Government House for the Kam Ling restaurant. This luncheon is being given by the Chinese Chamber of Commerce. After luncheon the official party will return to Government House and at 3.40 p.m. will leave Government House and proceed to Queen's Pier via Garden-road, Queen's-road, Jackson-road, and Connaught-road, for the official farewell.

On this occasion the Guard of Honour will be provided by the 3/15 Punjab Regiment. After inspecting the Guard of Honour, His Royal Highness will say good-bye to members of both Councils and representatives from the Royal Navy, Army and Royal

NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

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K.661—No. 2, Saigon
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C.2560—No. 36, Tung
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TERMS VERY MODERATE
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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.

The following unclaimed telegram is lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Manila Hotel, from Kobe.

E. V. JESSEN,
Superintendent.
Hong Kong, 18th April, 1929.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Hama, from Haiphong.
Howard Morton, Taikoo Dock, from Bangkok.

S. LACK,
Superintendent.
Hong Kong, 18th April, 1929.

Air Force and the Chinese community. After this His Royal Highness and party will leave in the launch "Britannia" for H.M.S. "Suffolk," which will sail from Hong Kong at 4 p.m.



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, healthy friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM which is entirely free of animal fat and other injurious substance has been proved most reliable and unequal in curing the above ailments. The great demand for this BALM which runs to a MILLION POTS each year testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW
AND GET IMMEDIATE RELIEF?
OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Small Pots \$0.25 each
Big Pots \$0.60 each

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened and you are hindered greatly in your social duties. You attend to your daily work with the feeling of a tired and old man, and you return home in a depressed and miserable state to your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

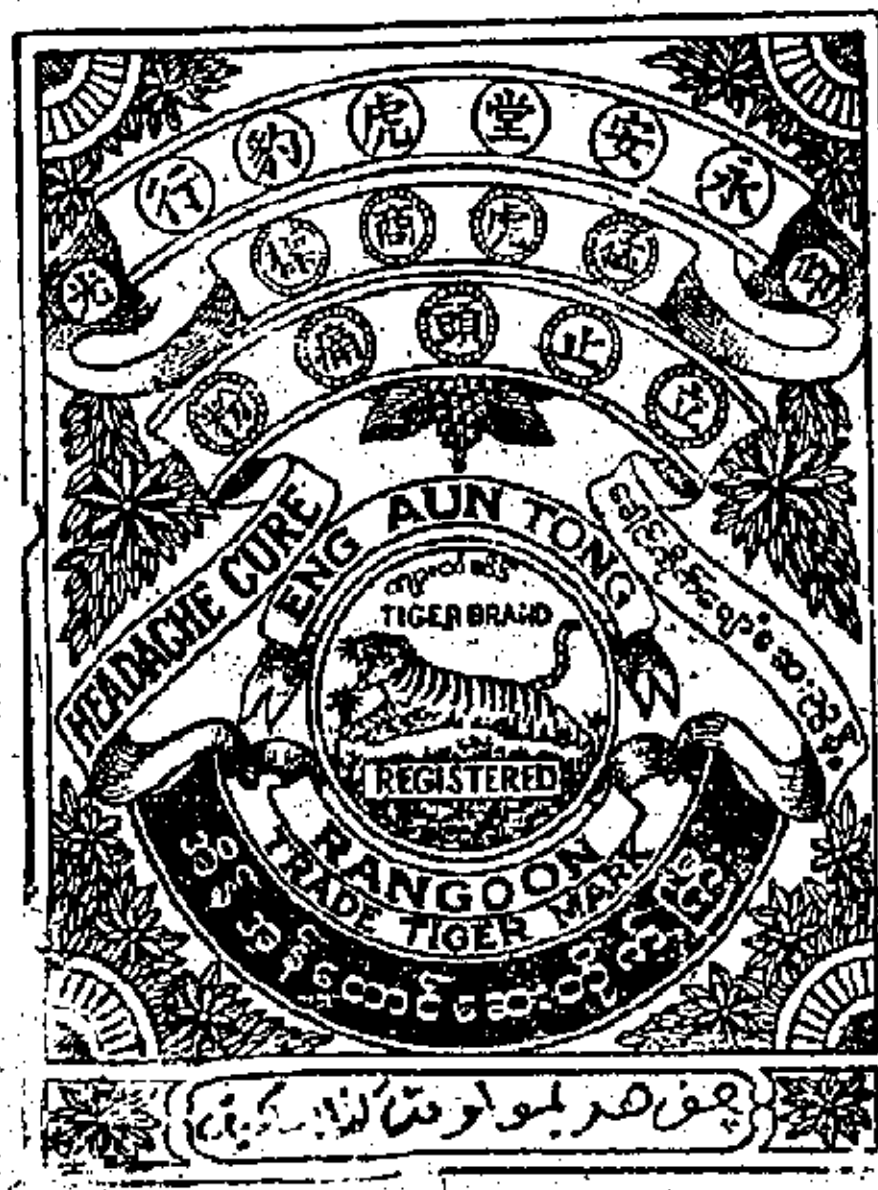
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ABOVE BY GETTING A PACKET OF OUR
"TIGER BRAND HEADACHE CURE"
when occasion arises.

10 CENTS per packet.

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£120, £112, £110, £102, £83, via San Francisco.
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU Wednesday, 1st May.
SIBERIA MARU Wednesday, 15th May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU Monday, 6th May.
IYO MARU Monday, 20th May.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
HARUNA MARU (Calls Hull) Saturday, 4th May.
KAMO MARU Saturday, 18th May.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 24th April.
KAGA MARU Wednesday, 22nd May.

BOMBAY via Singapore, Penang, & Colombo.
BENGAL MARU Saturday, 27th April.
HAKODATE MARU Wednesday, 1st May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
BOKUYO MARU Tuesday, 21st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Monday, 6th May.

NEW YORK via PANAMA.
LISBON MARU Monday, 29th April.

LIVERPOOL via Port Said, Geneva, Marseilles.
TOYOKA MARU Tuesday, 21st May.

CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARU Monday, 29th April.

SHANGHAI, KOBE & YOKOHAMA.
SEIYO MARU Wednesday, 24th April.
MURORAN MARU Wednesday, 25th April.
TAJIMA MARU Tuesday, 30th April.
ATSUTA MARU Tuesday, 30th April.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
AMUR MARU Saturday, 11th May.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
SANTOS MARU Friday, 17th May.

BOMBAY—Via Singapore & Colombo.
HONOLULU MARU Saturday, 4th May.

SUMATRA MARU Sunday, 19th May.

DURBAN, LOUEN, MARQUES, BEIRA, D.A.S. SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
MEXICO MARU Thursday, 2nd May.

CALCUTTA—Via Singapore, Penang & Rangoon.
BORNEO MARU Wednesday, 24th April.

SEATTLE MARU Thursday, 18th May.

KASADO MARU Saturday, 18th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports.
LONDON MARU (From Shanghai) Monday, 29th April.

MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Wednesday, 8th May.

BANARAS—Via Saigon.
HAIPHONG—Via Hanoi & Pakhoi.
MENADO MARU Thursday, 25th April 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.
HAGUE MARU Wednesday, 15th May.

JAPAN PORTS.
BATAVIA MARU Sunday, 5th May.

ALTAI MARU Wednesday, 15th May.

KEELING—Via SWATOW & AMOY.
CANTON MARU Sunday, 28th April 3 p.m.

HOZAN MARU Sunday, 5th May 3 p.m.

TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 2nd May noon.

TAKAO & KEELING.
BATAVIA MARU Sunday, 5th May.

SANUKI MARU Wednesday, 22nd May.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travellers Cheques

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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Depth on Centre of SHI (H.W.O.S.T.) 34 ft. 6 ins.

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BUTTERFIELD & SWIRE,
AGENTS.
HONG KONG, CHINA & JAPAN.



SHIP SINKS

JAPANESE DISASTER OFF CAPE ERINO

OVER 100 DROWNED?

Tokyo, April 23.
Over a hundred persons are believed to have perished when the "Toyokuni Maru" went down last night, a few minutes after striking the rocks off Cape Erino, in southern Hokkaido, apparently sinking so rapidly that she was able to send out only a single SOS.

Two steamers reaching the scene early this morning picked up 97 survivors out of 209 known to have been aboard when the vessel sailed on April 22 from Hakodate.

Naval craft have left the Omata naval base to search. It is feared that all the remaining 112 are lost.

About 176 people aboard the "Toyokuni Maru" were fishermen bound for Kamchatka for the summer's crab fishing.

The disaster is believed to have been due to wind and a snow storm off the Hokkaido coast, following Sunday's lashing of Japan proper.

Reuter.

["The 'Toyokuni Maru' was an old steel steamship of 2,344 tons, built in 1886 by Scott & Co., Greenock, and was formerly named successively the Yama, Chingfufu, and Chingfu. She was last registered at Hakodate, being owned by Hasegawa Tonzaburo.]

More Survivors
Tokyo, Yesterday.
Another 23 survivors of the ill-fated "Toyokuni Maru" have been picked up, including the chief officer and chief engineer, both of whom are injured. The captain is still missing—Reuter.

CARDIFF

The decision of the Canadian Pacific Railway to experiment in the embarkation of passengers for Canada at Cardiff has given rise to hopes that liner traffic direct to the Dominion will become an accomplished fact in the future. The capacity of the South Wales docks to deal with the ocean leviathans was demonstrated last year, when safely berthed at Cardiff, the Canadian Pacific Railway are bringing the "Montrose" of 16,500 tons gross, to Cardiff this month and also the beginning of May, if this facility is supported regular sailings will doubtless follow. At present, travellers from South Wales and the West of England are compelled to undertake rail journeys to Liverpool and Southampton, involving extra expense and time—"Engineering."

MOVEMENTS OF STEAMERS

The P. & O. s.s. "Mantua" left Shanghai for this port on April 23 at 2 p.m., and is due here on April 26 at about 6 a.m.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:

Arrivals at Hong Kong
The s.s. "Comblbank" from New York via Panama, April 25.
The s.s. "City of Newcastle" from New York via Suez, May 1.
Departures from Hong Kong
April 26, "Comblbank" for Shanghai and Chingwangtao, April 27.
The s.s. "City of Delhi" for Singapore and U.K., May 9.

HULL COAL EXPORTS

The decided improvement registered in the South Yorkshire coal trade is reflected in the latest official returns relating to traffic via Hull. The gross tonnage sent to that port during January and February was 78,000 tons greater than that for the corresponding period last year. Shipments for the two months aggregated 220,000 tons, compared with 142,000 tons in January and February, 1928. The January total was 86,000 tons, while that for February advanced by 27,000 tons, to 113,000 tons. South America was the principal buyer. France was second on the list, and substantial business was done with other countries, including Germany, Italy, Egypt, Estonia, Sweden and Iceland—"Engineering."

SHIPPING SECTION.

WAR INSURANCE

CLAIM A NST A GLEN

GOVERNMENT ACTION FAILS

London.—In the King's Bench Division, Mr. Justice Rowlatt found in favour of the Glen Line Ltd., in the claim brought against the Glen Line by the Government for a declaration of nearly £140,000 received by the Glen Line from the German Government. Under the Treaty of Versailles 80 per cent. should be paid over to the British Government.

The Judge said the money was paid as compensation for loss of earnings by the German detention of the steamer, "Glenearn" during the war, and the British Government desired to have a ruling that the Glen Line held that sum in trust for the Liverpool and London War Risks Insurance Association, and that the Government, as reinsurers, were entitled to 80 per cent. for it. The Government had certainly reinsured for 80 per cent., but the reinsurers did not apply such a payment as this. The owners had first been paid a claim for total loss. The Germans then returned the boat, and she was sold by the Insurance Association, the Government receiving 80 per cent. of the proceeds of her sale. That was right.

Then the Glen Line made a claim under the treaty for loss of earnings from the Germans, a quite different matter, and were awarded this £140,000, or rather less. Of that, the Government also wanted 80 per cent., but they ought not to have it or anything beyond the 80 per cent. they had of the proceeds of the sale of the ship. This compensation was personal compensation to the owners for the loss of the chance of making future contracts, and profits, and the Government, had no right to the money. It was a claim for the money which they did not, in law or in fact, insure the loss of profits in lieu of which the compensation was given. The Government's application to the court was dismissed, and the reinsurers for the Glen Line Ltd., and the Liverpool and London War Risks Insurance Association, Ltd., with costs.

MARINE INSURANCE

SERIOUS JAPANESE CASUALTY

London.—The stranding of the Japanese steamer "Bankoku Maru," on Kama Island, in the Caroline Sea, a serious casualty, and 50 gulches is quoted on her for insurance. She is a vessel of 6,954 tons gross, built in 1897, and owned by the Taiho Kisen K.K. her present voyage being from Melbourne for Kobe.

The only other casualty to note is the stranding of the "Norse," at Midnes, Iceland. She is a British trawler of 394 tons gross, built in 1925, and owned by Messrs. Hellyer Bros., Ltd., at Hull.

A report to the effect that the prospect of refloating the "Suimaco," ashore near Coos Bay, is doubtful, has sent the reinsurance rate up from 20 to 50 gulches per cent.

The "Boursplein" ashore at Yjotta, has been refloated.

The "Cairngowan," disabled in the Atlantic, was taken in tow by her sister ship "Cairndhu," but the latter broke after ten hours' towing, and although the connection was re-established the tow was not recommenced owing to darkness and the proximity of a field ice.

ILL-FATED SHIP NAMES

At a trial of one of their new liners the White Star authorities confessed that they had some difficulty in finding for their new ships' names ending in -ic (according to the practice of the White Star Line) writes Frank Bowen in the "Evening News." For the regulations of most countries aim at avoiding duplication of ship names, and there is not a single warship in the world named "Jupiter," although there used to be several. For merchantmen "star" names are by far the most popular. In point of number, "Venus" and "Strius" come close behind "Jupiter." At the other end of the scale, the most unpopular ship name, at least among signalmen and underwriters who have to write it down in a hurry, is surely the "Venarogov-palintzeny." Happily there is only one ship of this name—a barque registered at Jaffna, a port in Ceylon. As she is only 126-ft. long one cannot help wondering whether her owner found space to paint her name along her sides. Such as the P. & O. and British India, give all sister ships names beginning with the same letter. Some have a standard prefix like the "City" of the Ellerman Line, or the "Clan" of Caper, Irvine and Co. Others again have suffixes, of which, besides the White Star's -ic, perhaps the best known is the -ia of the Cunard Line. One difficulty which confronts those who have to find names for ships is the age-old superstition of the sea and the distance which many sailors have for certain names.

CONSIGNEES' NOTICE

Consignees of cargo at 12, "Bencloach" are reminded to take delivery of their goods which will be subject to rent after April 1.

COM. KENWORTHY

HIS VIEWS ON SHIPS' OFFICERS

Not being a shipowner himself, Lieut.-Commander the Hon. J. M. Kenworthy, the Labour M.P., feels that he is qualified to teach shipowners how to run their business. Accordingly, when the Civil Service Estimates come up for revision, he will move a resolution dealing with conditions and pay of both officers and men in the Merchant Navy. His proposal will embody four points. He desires to see the universal application of the three-watch system to all ships above a certain tonnage, other than coasters; better pay for officers; a rigid enforcement of the Pilotage limits as to loading, and the institution of a pension or superannuation scheme. He also intends to urge the provision of improved accommodation for the men, with "laundry facilities and comforts generally," and hopes to see introduced a better training scheme than any which exists at present, so that boys of the right type may be trained for the seafaring profession. As is generally known, the three-watch system has been adopted in a number of British vessels. Commander Kenworthy can hardly be unaware of the present position of affairs as the result of certain recent developments, and it would appear as though he were anxious to steal a march on those who are bent upon arriving at a practical solution of the problem. Most people will share his desire to see increased pay given to the officers if only the standards of the industry could justify the step. But the position is analogous to that of the miner; the industry will not permit of it unless the shipowner is to turn philanthropist. Freight rates are no higher than they were before the war, and the pay of the officers is 60 or 70 per cent. more than it was under the pre-war scale. Commander Kenworthy seems to have forgotten altogether about the superannuation fund, which is a statutory obligation upon shipowners, who supply the whole of the money—surely a unique position in any industry. As to his desire to see a better training scheme for boys, the work that is being done at such centres as the Worcester, the Conway, the Pangbourne, the "Arenthusa" and the Gravesend Sea School, in addition to the "Warrapite" and other training-ships, is generally admitted to be as efficient as anything of the kind throughout the world. The choice is as wide and attractive as could be wished, and the positions held by hundreds of "old boys" in all the seven seas, in both the Royal Navy and the Merchant Navy, are good evidence of the success of the training. Commander Kenworthy may be expected to accuse sympathy when he appeals for improved conditions for Jack at sea, but if the British shipowner is to hold his own in competition with the shipowners of other nations, he must not be hampered by regulations which will further increase the costs of operation, however generous may be the inspiration that prompts them. The Australian Government found this to their cost, with injurious results to shipping as well as to the trade of the Commonwealth—"Sydney."

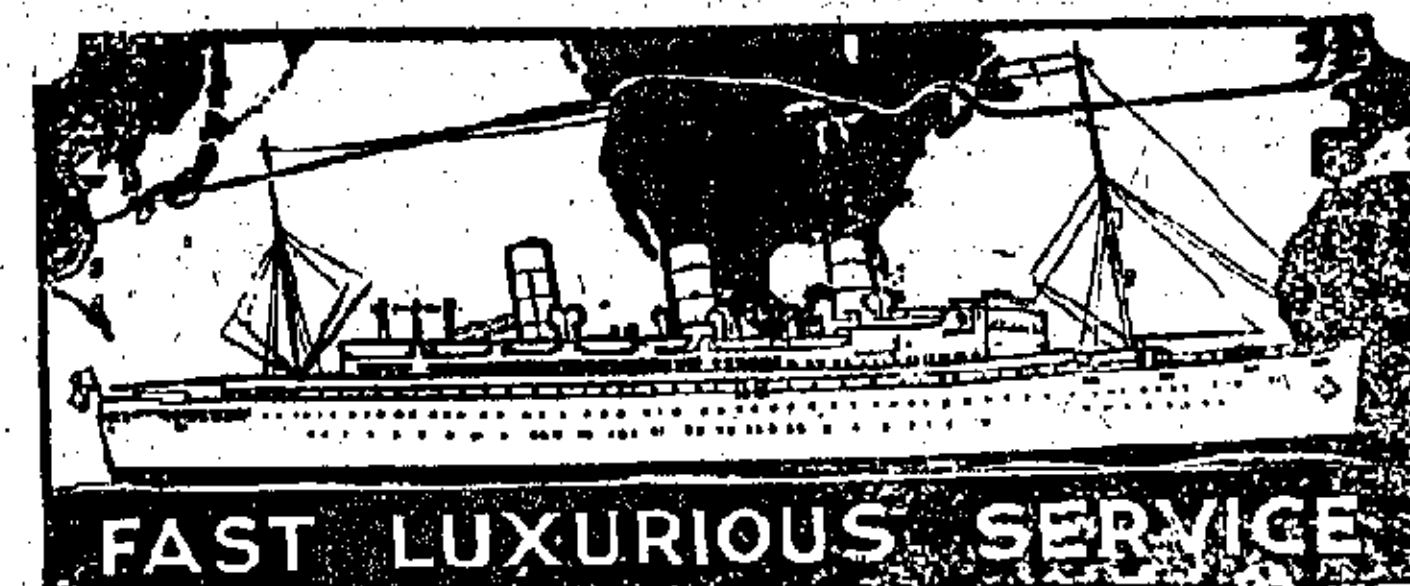
CLYDE TRUST BILL

EFFECT UPON SHIPBUILDING IF PASSED

Writing to the "Glasgow Herald" of the Clyde Trust Bill, Mr. H. M. Napier says: It has its good points, but if passed as it stands is not going to do much good to Glasgow and the Clyde. If the dues on trading vessels are increased 20 per cent. shipowners will naturally increase their rates of freight, as from all accounts the shipowning is not profitable at present, and the selling price of goods will be the same as before.

Shipbuilding is in a worse position. In December, 1928, of the building berths in the country about 60 per cent. were unoccupied, while there were and are many shipyard workers unemployed and on the dole. There had since been a slight boom, but not nearly enough to fill the vacant berths. If anyone thinks shipbuilding is in a prosperous condition, at him look at the quotations for such shares on the Stock Exchange.

In all other shipbuilding centres (except Greenock, for special reasons of its own) the total cost of dues, &c., in fitting out a vessel after launching is less than in Glasgow.



FAST LUXURIOUS SERVICE

—to America and Europe

TRAVELLERS bound for America or Europe avail themselves of speedy and comfortable service when they go Canadian Pacific.

The White Empresses are the largest, newest and fastest liners on the Pacific. They cross from Yokohama to Vancouver in 9 days; from Shanghai to Vancouver in 14.

These ships connect with the summer trains, "Trans-Canada Limited" and "Mountaineer," at Vancouver, enabling passengers to make the earliest sailing of a Canadian Pacific Atlantic liner.

CANADIAN PACIFIC

Next sailing to the Pacific Coast

EMPRESS OF RUSSIA

6 a.m.—May 1st, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SAILING DATES FOR APRIL/MAY, 1929 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING" S.S. "TAI MING"

[1,068 tons—Capt. O. B. Wilks.] [649 tons—Capt. G. J. Spink.]

SUN. 28th APRIL THURS. 25th MAY TUES. 30th

FRI. 3rd MAY SUN. 19th SUN. 5th TUES. 21st

WED. 8th FRI. 24th FRI. 10th SUN. 25th

MON. 13th WED. 29th WED. 15th FRI. 31st

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless. These vessels leave Hong Kong for Wuchow (via Samahai, Shuibing, (Laking & Dosing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Hoi On Wharf.

For information apply to—KWONG WING Co., Ltd.

67, Connaught Road West, Phone: Central 893.

Belfast reduced such dues by 50 per cent. only three months ago. Instead of 62 per cent. increase a reduction as one of the depressed industries is wanted.

It is idle for Sir William Raeburn to say that the increase on any given ship will be small. The whole cost of a ship's made up of small items. If the Bill passes without modification it will tend to hamper the trade and cause unemployment.

DEEP SEA SCOUTS

The boy scout movement, of which Sir Robert Baden-Powell is the chief scout and founder, has inaugurated a new branch to be known as "Deep Sea Scouts." The object of the deep sea scouts is to carry the scout spirit to the great body of boy scouts who choose the sea as their profession. Membership of this new branch, however, will also be open, under certain conditions, to sailors, stokers, artificers, and others in the Royal Navy or the Merchant Navy who have not already been scouts on shore. Thus on the eve of its twenty-first birthday, which the scout movement throughout the world celebrates next summer at Birkenhead in its world jubilee, there promises to be a further and most valuable asset not only to the movement itself, but to all who go down to the sea in ships.

SEAMEN'S ALLOTMENTS

Next week (says the "Journal of Commerce") to hand the Commander Kenworthy is to raise in the House of Commons, the question of the amount of the allotment by seamen and freemen to their families. He will ask the President of the Board of Trade (Sir Philip Cunliffe-Lister) whether he has received complaints on behalf of seamen and freemen of the Merchant Navy that they are allowed to allot only half their wages to their wives and families, and whether he will consider an amendment to the Merchant Shipping Act so as to enable the men to make a larger allowance at their discretion.

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.
S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF LILLE" via Suez Canal 16th May.
S.S. "CITY OF SINGAPORE" via Suez Canal 14th June.
S.S. "CITY OF MANDALAY" via Suez Canal 12th July.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE
S.S. "OAKBANK" via Suez Canal 3rd May.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 18th April.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agos Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—

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THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*ALIPORE	5,273	25th Apr.	Straits, Colombo & Bombay.
*MANTUA	10,946	27th Apr.	Bombay, Marseilles & London.
*NAGPORE	5,283	4th May	Marseilles, London, Hull, Antwerp.
*KIDDERPORE	5,334	8th May	Rotterdam & Hamburg.
*KALYAN	5,144	11th May	Straits, Colombo & Bombay.
*MORLA	10,953	25th May	Marseilles, London & Hull.
*LAHORE	5,282	1st June	Bombay, Marseilles & London.
DELTA	8,007	8th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	10,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,643	29th June	Marseilles & London.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	27th Apr.	Singapore, Penang & Calcutta.
TAKIWA	7,936	3rd May	Singapore, Penang & Rangoon.
TAKADA	6,949	11th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	28th May	Singapore, Penang & Calcutta.
TILAWA	10,006	4th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	11th June	Singapore, Penang & Calcutta.
TAKIWA	7,936	18th June	Singapore, Penang & Calcutta.

R.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ARAFURA	6,000	8th May	Manila, Sandakan, Thursday Island.
TANIA	6,950	31st May	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	2nd Aug.	
TANIA	6,950	30th Aug.	

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hioito, Cebu, Kolumbuga, Tawao, Timor, Darwin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MORLA	10,953	26th Apr.	S'hai, Moji, Kobe & Y'hama.
TALAMBA	8,018	28th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
*PERIM	7,643	6th May	Shanghai, Moji, Kobe & Yokohama.
TANIA	6,950	7th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,007	10th May	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	14th May	Amoy, Moji, Kobe, Y'hama & Osaka.
*ROSSINGTON	—	22nd May	S'hai, Moji, Kobe & Y'hama.
*CURNA	5,248	22nd May	Moji, Kobe & Osaka.
RAJPUTANA	10,568	24th May	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	4th June	Amoy, S'hai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe, Y'hama & Osaka.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSONGTON	—	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPUR	6,715	10th June	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	19th June	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	18th June	Amoy, Moji, Kobe & Osaka.
RANPURA	15,501	21st June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "REXENOR"		Via Suez Canal	8th May.
S.S. "CITY OF LILLE"		Via Suez Canal	16th May.
S.S. "NELEUS"		Via Suez Canal	5th June.
S.S. "CITY OF SINGAPORE"		Via Suez Canal	14th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

SUGAR

(Continued From Page 2)

The Empire countries producing sugar may roughly be divided into three: the Dominions (Australia and South Africa), where the protected home market is maintained; the Colonies, where the dependent colonies, where the whole of the production is exported; and India, the inadequate producer of less than three million tons of inferior sugar and still an importer of the product of a plant indigenous in her borders.

Leaving India necessarily aside, Britain must depend for her supplies on the Dominion and Colonial groups, and it is essential that there should be, between these three, entire agreement as to the policy which can best promote and increase production for the needs of this market. The following brief study of conditions in each of the principal Empire countries supplying cane-sugar to Britain may provide some idea of the different conditions existing and also of the important needs which are common to them all.

AUSTRALIA

The Australian cane season is from July to December. The latest figures for 1928 give an acreage of 225,000 under cane, producing 3,767,000 tons of cane and 527,000 tons of sugar at 94 net cwt. as cane is produced from the north of Queensland down to the northern areas of New South Wales where differences of climate exist; from purely tropical in the former, where cane is the principal form of agriculture, to a condition in the latter, where the alternatives of dairying, pig raising, &c., flourish side by side with extensive cane fields. Again, whilst in most of the Queensland areas the crop is annual, in New South Wales 18 months to two years are required to bring the cane to perfection. The tendency of the industry is naturally to develop more vigorously in the north than in the south.

The cane is grown on land mainly cleared from dense virgin forest, and principally comes from cane farms of comparatively small acreage. Perhaps the most interesting feature of the industry is that it is the only case of sugar being produced wholly by white labour in field and factory. This is part of what is known as the "White Australia" policy and its national importance, as the only means at present of a reliable export of a local product, is of the tropical north, is the ground upon which successive Commonwealth Governments have found themselves justified in imposing an embargo against the importation of sugar from abroad. On the other hand, during the immediate post-war years of high prices the sugar industry had to satisfy the whole Australian demand at a governed price very far below those ruling in the world's markets, so that the balance the Commonwealth is probably still very much in the industry's debt.

The raw sugar produced is of a very high polarisation, is refined by the Colonial Sugar Refining Company for the Australian market, and the balance exported as raw, mainly to Great Britain. Owing to the high cost of production entailed by the white labour policy, it is at present exported at a price which is a certain extent mitigated by the preference accorded in the British tariff. In the final adjustment the growers receive a price for their cane pro rata to the total amount consumed in the Commonwealth and that exported.

The organisation of the industry is in two bodies, the Australian Sugar Producers' Association, representing millers and growers, and the Cane Growers' Association, representing the farmers only. The Queensland Sugar Board is a statutory body representing the Government and all sections of the industry which deals with questions of policy affecting the whole industry such as prices, export, &c. The amount exported to Britain has increased and is estimated for the coming season at nearly 200,000 tons. A very large increase in the exportable amount could be brought about if there were a substantial increase in the preference in the British tariff. Australia is already the largest producing unit in the British Empire with the exception of India, which is, as has been explained, out of the reckoning for practical purposes.

SOUTH AFRICA

(Figures in tons of 2,000 lbs.)

The sugar cane area in the Union of South Africa is confined to Natal and South-west Zululand. The areas suitable for cane growing in Natal are already fairly closely cultivated, but under modern conditions are probably capable in the combined doubling the present output. In Zululand, the districts already proved, and those lying beyond, which are reasonably certain to be suitable for sugar growing, are at least 200,000 acres, the growing areas of Natal. The ultimate sugar productive capacity of Natal and Zululand can therefore be taken to be at least four times the present output of South Africa.

The following statistics of the 1928 crop, &c., are supplied officially by the South African Sugar Association:

Cane farmers, Europeans, 615, with area 264,000 acres actually under cane.
Cane farmers, Non-Europeans (Number not stated), 16,000 acres under cane.

Total under cane in—
1918 184,000 acres
and in 1928 280,000 acres
Sugar actually manufactured in—
1918 150,000 tons
and in 1928 294,250 tons

The Mills and Refineries employ 750 skilled and 7,250 unskilled workers, their combined earnings being approximately £550,000 per annum. In addition, the 675 European cane farmers employ at least 250 Europeans, and 35,000 unskilled labourers for farm work.

Between the census of 1921 and that of 1926 the cane growing districts of Natal (the town and suburbs of Durban excluded) increased in European population by 23 per cent. Durban had an increase of 22 per cent. During the same period, Cape Town increased by only 14 per cent, Johannesburg by 134 per cent, and the Union of South Africa as a whole by 10.13 per cent.

(Continued on Page 11.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'hai & S'hai	HOPSANG	Sun., 28th Apr. at 7 a.m.
T'au via S'hai & S'hai	YATSHING	Wed., 1st May at 7 a.m.
T'au via S'hai & S'hai	HANGSANG	Sun., 8th May at 7 a.m.
T'au via S'hai & S'hai	WAISHING	Wed., 8th May at 7 a.m.
Osaka via Amoy, Moji & Kobe	HOSANG	Sat., 27th Apr. at 7 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Sun., 5th May at 7 a.m.
Straits & Calcutta	KUMSANG	Fri., 10th May at 3 p.m.
Sandakan	MAUSANG	Wed., 1st May at 3 p.m.
Sandakan	HINGSANG	Fri., 10th May at 3 p.m.
Tientsin	CHEONGSHING	Sat., 27th Apr. at 7 a.m.
Canton	HOPSANG	Wed., 24th Apr. at 5 p.m.

For Freight and Passage apply to—

JARDINE, MATHESON & CO., LTD.,
Telephone Central 215. General Managers.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLEBROO, DUNKIRK, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENCLEUCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 9th May, 1929, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 18th April, 1929.

WATER SUPPLY

Level and Storage of water in Reservoirs on April 1, 1929—
CITY AND HILL DISTRICT WATER WORKS.

Tytam	1928	1929
Tytam	1510' 2"	21' 1"
Tytam Byewash	22' 6"	24' 10"
Tytam Intermediate	22' 6"	3' 0"
Tytam Tuk	43' 1"	39' 11"
Wong Nei Chung	22' 8"	38' 5"
Poikulum	21' 9"	39' 7"
Poikulum	21' 5"	7' 6"

A denotes "Above Overflow," L denotes "Level with Overflow."

Storage in millions and Decimals of gallons.

Tytam	1928	1929
Tytam	263.92	228.27
Tytam Byewash	1.67	7.73
Tytam Intermediate	91.40	179.30
Tytam Tuk	578.75	38.42
Wong Nei Chung	8.09	1.83
Poikulum	21.15	7.60

Total 964.95 457.20

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March.

Consumption	1928	1929
Consumption	218.57	175.36
Estimated population	420,620	430,840
Consumption per head per day	16.7	13.1

Intermittent Supply in all Hill Districts during March 1928.

Services to houses in the Hill Main Districts were disconnected and a supply was given by public street fountains only during March 1929.

KOWLOON WATER WORKS LEVEL.

Kowloon Reservoir	11' 3" B	32' 3" B
Shek Lai Pui Reservoir	2' 0" B	11' 9" B
Reception Reservoir	0' 11" B	3' 2" B
Storage in millions and Decimals of gallons.	1928	1929
Kowloon Reservoir	245.40	39.25
Shek Lai Pui Reservoir	108.00	73.04
Reception Reservoir	30.73	24.95

Total 384.13 107.24

Consumption of water in Kowloon in millions and decimals of gallons during the month of March.

Consumption	1928	1929
Consumption	91.45	100.74
Estimated population	164,440	169,480
Consumption per head per day	17.9	20.7

Full Supply in all districts during March 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to March 31, 1928, 10.84; March 31, 1929, 2.02.

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY.

Sunrise and Sunset in Hong Kong for April (Standard time of the 120th Meridian East of Greenwich), are as follow:

April	Sunrise	Sunset
24	5.30	6.47
25	5.27	6.47
26	5.26	6.47
27	5.25	6.48
28	5.24	6.48
29	5.23	6.49
30	5.22	6.49

PRESIDENT LINER SAILINGS

WEEKLY TRANS-PACIFIC SERVICE

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
To Seattle and Victoria
The Short, Straight Route to America

Fortnightly sailings on Tuesdays a.m. Fortnightly sailings on Tuesdays a.m.

Pres. Jackson .. Tues. May 7 Pres. Pierce .. Tues. Apr. 30

Pres. McKinley .. Tues. May 21 Pres. Grant .. Tues. May 14

Pres. Grant .. Tues. June 4 Pres. Jefferson .. Tues. May 25

Pres. Cleveland .. Tues. June 18 Pres. Lincoln .. Tues. June 11

£120, £112 Special through rates to Europe via United States, Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

EUROPE AND NEW YORK DIRECT

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Van Buren Sun. May 5 a.m. Pres. Adams .. Sun. June 16 a.m.

Pres. Hayes .. Sun. May 19, 8 Pres. Harrison Sun. June 30, 8

Pres. Polk .. Sun. June 2, 8 Pres. Johnson .. Sun. July 14, 8

TO MANILA

Pres. Jackson .. Apr. 27 6 p.m. Pres. Jefferson .. May 21 6 p.m.

Pres. Taft .. May 7 6 p.m. Pres. Grant .. May 25 6 p.m.

Pres. McKinley .. May 11 6 p.m. Pres. Lincoln .. June 4 6 p.m.

For Bookings, Passengers and Freight, information apply to Telephone Central 2477, 2478 and 795.

Cable Address "Dollar."

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American Mail Line

and

Dollar Steamship Line

THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 tons long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 459.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.

Estimates furnished on application.

Hong Kong, April 1, 1924.

and Mrs. Samuel Frazer, Mr. and Mrs. R. B. Patterson and son, Miss E. B. Rennie, Graham Black, James G. Stout, Mr. and Mrs. M. L. Volway, Lee Tang, Miss Minnie Louie, Mr. and Mrs. F. Maire, Liu Foo-tan, Liu Foo-tat, M. Okasaki, Mr. and Mrs. F. C. Edwards, T. L. Wong, Misses Clemon, Vaughan, Chippendale, H. Grey, Tippet, Miller, C. V. Wallace, Wong Yan-sik, E. D. McKay, Misses F. Banvard, Kilfoyle and Aherne, Corrier, T. Sleigh, B. Russell, Elliott, L. H. Burke, Leung Chuk-man, Lau Ping, Geo. Y. Monk, Wong King-ang, Mrs. Wong Leung Shee, Mar and Mrs. Von Borch, C. A. Calkins and daughter, C. Y. Huang, K. T. Chen, Sung Che-chang, Mr. and Mrs. T. Y. Ching, Lee Ching-chow, H. D. Robinson, H. C. Yung, Major and Mrs. Patts, Mr. Rosario Garcia de Pons, Mr. and Mrs. Ting Tiansing, Giuseppe Trajira, Mr. and Mrs. Uy Yet, Mr. and Mrs. William A. Rogers, Romualdo Rivera, Mr. and Mrs. Ernest S. Ross, Misses Feliza and Lucia Pekson, Mrs. Ruth Gardner, Bernard Lichtig, Miss Anne B. Frazer, Mrs. Ruth H. Powell and daughter, Miss Lucie Zuercher, Mr.

M. Gahan, Mrs. O. B. McLean, Mr. and Mrs. John L. Reilig, Mrs. M. Repko, Mrs. C. D. Hearne, Mr. and Mrs. M. Sawamatsu and son, K. Nagasaki, Mr. and Mrs. J. Doherty and son, Mrs. M. Weston and son, Mrs. I. Kaneko, Mrs. Y. Nakamura, Mr. and Mrs. P. W. Mack, Miss T. Taylor, Mrs. P. Higgs, Miss G. A. Dawson, Mrs. M. A. Mole, Mrs. J. L. M. Daniels, Miss J. M. Daniels, Antonio Chacon, T. Ugaya, W. J. Lyness, T. Sakagi, A. Hamazaki, S. Furus, R. A. Drum, J. P. Koehler, W. E. Smith, F. Kojima, U. Kojima, Mrs. N. Itakura, Mrs. T. Kawamoto, Mrs. C. Primrose, Miss A. Dreyer, Miss K. Dangami, Miss Schorman, Mrs. N. Satoh, Mrs. R. Kuwayama, Miss H. Kuwayama, Mrs

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequaled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

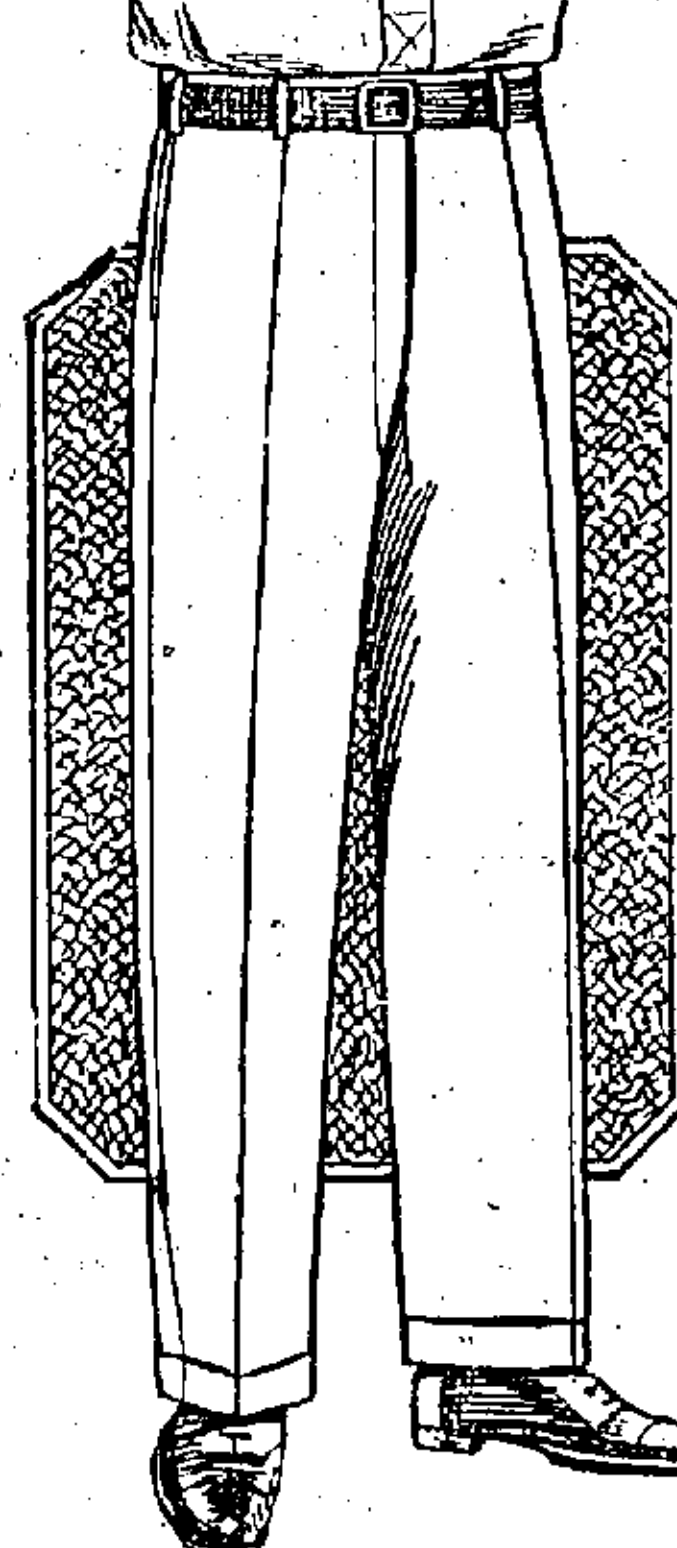
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AERATED WATER MANUFACTURERS.
Established 1841.

WHITEAWAYS

WHITE GABARDINE TROUSERS.

Ready to Wear

READY-TO-WEAR.



Made from a very fine quality union Gabardine, well cut and tailored. Will not shrink. All sizes in stock.

SPECIAL PRICE **\$17.50** PAIR.

THE "COLLEGE" BLAZER

Made of a light grade Navy Blue Flannel. Well cut and tailored.

STANDARD VALUE PRICE

\$9.50

Trousers

MEN'S OUTFITTING DEPT.
WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail.

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BIRTHS

OLESEN.—On April 17, at the Country Hospital, Shanghai, to Mr. and Mrs. O. F. Olesen, a son.

WHITE.—On April 18, at the Country Hospital, Shanghai, to Mr. and Mrs. Norman White, a daughter.

WHITTAKER.—On April 12, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. E. G. Whittaker, a son, Donald Lee.

HILL.—On April 17, at the Country Hospital, Shanghai, to Mr. and Mrs. S. E. Hill, a daughter.

MARRIAGE

MANNING-SUTTON.—At St. Joseph's Church, Hong Kong, to-day, Ernest Manning to Lillian A. Sutton (nee Gaudin).

DEATH

VEIR.—On April 16, at the Isolation Hospital, Shanghai, John (Jock) Caldwell Veir, Shanghai Waterworks, beloved husband of Mary Veir, aged 51 years.

Hong Kong, Wednesday, April 24, 1929.

AN INSPIRING EXAMPLE.

To the Hon. Mr. W. E. L. Shenton in particular and St. George's Society in general the whole community—and not the English section alone—owe a deep debt of gratitude for the thorough manner in which the arrangements for the local celebration of St. George's Day yesterday were planned and carried out with a thoroughness unusual in connection with Saint Days. It was certainly an inspiring example for the St. Andrew's Society and St. David's Society, whilst it may even stimulate our Irish friends to form a St. Patrick's Society and arrange something on similar lines. It was good to be an Englishman in

the Colony yesterday—to feel that from morning to night every sentiment was typically English, to think that England and all that England stands for were placed in the forefront and assiduously kept there, not in any spirit of grovelling sentiment but because the organisers of the local celebration were animated to the full by a keen sense of patriotism to their native land that brings the best out of a man and fires him with the desire more than ever to be worthy of a worthy nation.

It is true that in St. George and in William Shakespeare, "the Bard of Avon," Mr. Shenton and all associated with him in the splendid series of celebrations had a wealth of material on which to base a eulogy of England. But that could also have been said on the occasion of previous local celebrations, none of which rose to the heights of splendour reached yesterday. Moreover, the broadcasting of Mr. Shenton's address on England and England's greatness elevated the celebration from the mere level of mediocrity, emphasising as it did the advance made by England, in common with other portions of the Empire, in the realm of radio. And still another happy feature was the splendid concert given to Service men in the evening in the Lee Theatre. In much that was memorable there will long linger in the memory the paths of strong men ashamed of their tears as they listened to the wonderful singing of "Land of Hope and Glory" by that very talented lady, Mrs. Womack.

It may be that, as the result of the remarkable demonstration yesterday, even Englishmen themselves may feel prouder still of the land that gave them birth, prouder still of the mighty deeds associated with England's name, and prouder still of the Colony that can rise in such a splendid manner to celebrate St. George's Day and Shakespeare's birth.

"MUI TSAI" PROBLEM

Evidently there are members of the House of Commons who are not yet satisfied with what they have been told regarding Hong Kong's *mui tsai* problem. Perhaps they imagine that the matter might be settled by a mere stroke of the pen—(His Excellency the Governor's?)—or by an order from the Colonial Office, in Whitehall. If so, they are much mistaken. The problem bristles with all sorts of difficulties, and we are of opinion that it will be years (if then) before the complicated affair is settled. It would appear that our M.P.'s are disposed

to believe that the *mui tsai* are, one and all, a luckless lot of little girls. But facts do not bear this out. Many of them are foundlings and, in the homes in which they serve as servants, they are much more frequently than not treated kindly and well. It may be that the system, if it may be so described, would be far better abolished; but to do so would probably cause considerable upheaval in the homes of many Chinese. According to a Reuter telegram, received in Hong Kong yesterday, the matter is still engaging the attention of the Government, members of which are, from time to time, asked questions in the House of Commons regarding the problem. Mr. Ormsby Gore (Under-Secretary for the Colonies) has just stated that Mr. Amery (Dominions Secretary) has received a despatch from H.E. the Governor of Hong Kong with regard to this form of child adoption, and that further information had been asked. When received it will be submitted to the House. We repeat that it is a big and complicated problem, and one which it might be well for our M.P.'s to leave to those much more competent than they can possibly be to deal with it.

The arsenic eaters of the Forest of Dean have their counterpart among the cowherds of Styria and the Tyrol, where the practice has been indulged in for many centuries, producing numerous immunised families, members of which regularly take doses that would promptly kill any amateur experimenter. Dr. Knapp startled a medical congress at Graz by producing one cowherd who ate, on the spot, a dose that, divided into three, would have proved fatal to three ordinary men. Then he handed to another peasant accompanying him a dose enough to kill two men. Neither demonstrator suffered any perceptible ill-effects.—"Daily Mail" (London).

Mr. W. B. Finnigan, Registrar of the University, is to distribute the prizes to students of the Dockin English School on Saturday evening.

The "Canadian National Railways Magazine" for March contains many articles of interest and much information concerning the Company's activities and staff.

The address to be presented to the Duke of Gloucester in the Theatre Royal to-morrow (together with the casket) is being shown in Messrs. Kelly and Walsh's window.

A warrant has been issued for the arrest of a Chinese named Wah Po-lam, alias, Wah Lam, accountant of No. 112 Stall at the Central Market. He is alleged to have embezzled \$254 belonging to the stall.

Receiving severe injuries to her head as the result of a fall whilst attempting to alight from a moving tram-car in Connaught-road Central yesterday morning, a Chinese woman who was removed to the Government Civil Hospital in an unconscious condition, died there soon after admission.

Chu Shing, a shop foki of No. 115, Kowloon City-road reported to the Police last night that about 7.45 p.m., whilst he was walking in King's Park, near No. 2 Railway Brigade, an Indian accosted him remarking in Chinese: "I am a policeman and want to search you." Chu submitted and the Indian decamped with \$2.30 which he took from complainant's pocket.

The official return of small-pox cases for last week shows a decrease on that of the previous week. The number of cases reported was 16, as against 21. The deaths numbered 36. All the cases were Chinese, seven reported from Kowloon, seven from Victoria and one from Shaohkwan. Yesterday four more cases (three Chinese and one Indian) were notified.

Major C. Wilson's Court at the Central Magistracy was crowded by large numbers of Chinese hawkers this morning. The rumour had gone round that one of the absconding Chinese constables who was a member of the "squeeze ring" had returned to duty and was promptly placed under arrest. The hawkers had come up to see one of their alleged persecutors charged. They waited until 11.30 when the Court rose, and when up to then the constable had not been produced they left looking very disappointed. No confirmation could be obtained as to the arrest of the constable.

The Dollar Line have issued a handy calendar for May showing the dates on which their ships sail.

At about 7.30 p.m. yesterday, a Chinese woman who suddenly crossed Des Voeux-road West from Queen-street was knocked down by a motor-car which was approaching the junction. She was severely injured in the head and is now in the Government Civil Hospital in an unconscious condition.

Seven cases of diphtheria (two British and five Chinese) and one of enteric fever (Chinese) were reported to the Medical Officer of Health for the week ended Saturday last. There were three deaths from diphtheria and one from enteric fever. Yesterday's return contained one Chinese case of cerebro-spinal fever.

With regard to the theft of property worth over \$1,700 from the house of Mr. A. T. Hamilton, No. 5, Leighton Hill-road, a paragraph in the Police reports this morning states that part of the property has been recovered. A quantity of silverware worth \$118 was yesterday found buried on the hillside at the back of the house. The theft occurred on April 19.

Three Chinese, one bearing a blue lump on his left cheek and a bruise on his forehead, were this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with resisting arrest by the Police yesterday. The men were taken into custody at the coolie quarters of the Taifoo Sugar Refinery and were alleged to have been gambling when the Police arrived, but they were not charged with the latter offence. Detective Sergeant Mottram told his Worship that he had instructions from the Chief Detective Inspector to apply for a week's formal remand for further inquiries.

"If I fine him \$2, he'll think I am bargaining with him," remarked Mr. E. W. Hamilton, at the Central Magistracy, this morning when a Chinese was charged before his Worship with hawking without a licence in West Point. The usual fine of \$4 or seven days' hard labour was imposed, but defendant pleaded that he did not have so much money. After ascertaining that the defendant was 52 years of age and had been in custody since Saturday afternoon, and also that this was his first offence, his Worship decided to give the man a chance, saying that he did not want him to go to jail if he could help it.

ALLEGED ASSAULT BUS MEN AND INDIAN CONSTABLE

A WRONG VEHICLE?

Trouble between an Indian constable and three bus men outside the Star Ferry wharf on April 3, resulted in the parties being in Court yesterday afternoon, before Mr. T. S. Whyte-Smith.

The constable, who was complainant in the case, alleged that the conductor of the bus was soliciting fares outside the wharf, and he told the man to cease. The latter did so, but as soon as the constable's back was turned, he resumed calling out for fares for Lai-chikok-road and Shamshuipo.

The constable then went up to the conductor, but the latter ran inside the vehicle. The Indian inside the bus, the regulator of the bus Company told the driver to start the engine. There were only the constable, the regulator, the conductor and driver in the bus, and when the vehicle came to the entrance of the Water Police Station, the constable ordered the driver to stop. This was done and he took the conductor to the Station. Whilst walking up the incline, the regulator and the driver tried to rescue the conductor. They took his baton away and struck witness with it.

Mr. D. L. Strellet, who appeared for the accused said that the vehicle was plying between Kowloon City and the Star Ferry Wharf, and that being the case, the conductor had no reason to solicit fares for Lai-chikok and Shamshuipo, because the vehicle did not cover these two routes. He also called Mr. J. W. Beatty, of the Star Ferry Wharf, to prove that the 4.40 p.m. ferry on that day was a spare one and had no passengers.

Mr. Strellet suggested that the complainant must have gone up to the wrong bus. The constable also, he said, kicked the conductor in the back.

His Worship said that the constable's evidence on that point raised certain doubt, and with that doubt he did not think that he could convict. He would not say that the constable was telling a lie, but he was only not convinced of the case, and he dismissed the summons.

CORRESPONDENCE

"A GREAT JOKE"

[To the Editor of the "China Mail."]
Sir,—Observing that the "South China Morning Post" of yesterday's date published a letter from Mr. W. A. Donaldson describing his apology to me—mentioned in the recent Police Court case against him—as "a great joke," I drafted the appended letter as a rejoinder and personally submitted it to Mr. B. Wylie, Director and General Manager of the "South China Morning Post" Limited. Mr. Wylie, however, considered that the publication of two letters cited in my letter would not be in the interests of the parties therein concerned of the "China Mail" or the "South China Morning Post" and therefore refused the publication sought. As the "South China Morning Post" had already afforded space to Mr. Donaldson to belittle the apology in question, thereby holding me up to ridicule to whoever may have read his letter, I did expect to receive the same treatment in the matter of a rejoinder, more particularly in the case of a journalist to whom preferential treatment might be expected from a contemporary.

As the entire circumstances of the incident and the apology are well known to you, Sir, I feel it incumbent upon me to seek from you as my employer that redress in the shape of a fair rejoinder that the "South China Morning Post" has refused. It is not exactly "cricket" on the part of a journal to me first to apologise "with all his heart" under threat of a summons—and then rub it out in the columns of a contemporary as "a great joke." Not only so, but it opens the way to further attacks, verbal and physical, on any future occasion. Mr. Wylie having refused to grant me space in his columns to defend my name and reputation, I do feel constrained to appeal to you, Sir, although you did not report the Police Court proceedings, to restore that sense of protection as one of your employees that Mr. Donaldson has withdrawn by now describing his apology as "a great joke."

Faithfully yours,
Jas. T. Dobbie.
Hong Kong April 24.

(Copy of letter submitted to and refused by Mr. B. Wylie, "South China Morning Post").

"A GREAT JOKE"

[To the Editor "South China Morning Post"]
Sir,—Under the above heading you publish to-day a letter from W. A. Donaldson, the first paragraph of which reads:—

"Your reporter, in his account of the regrettable affair in which I was involved at the Police Court stated that I said I regarded it as 'a great joke.' What I said was that the apology I sent to Mr. Dobbie, with reference to quite another matter, was a great joke, which is a very different story."

As my name has been brought in again may I crave the equal indulgence in trespassing on your space by publishing the following letters which speak for themselves:—

"Dear Mr. Donaldson,—After due consideration of your threat during the height of your wrath yesterday morning, that you would regard the outcome of the radio copy incident as a 'personal matter' and knock me on the face and kick me down the stairs, I do think that you will conclude that I am due an apology for same, if only to guarantee and safeguard our relations in the future and preserve the amity of the office working. I am, therefore, constrained to ask you for this apology in writing before noon on Wednesday as otherwise I shall be constrained, in my own self-protection, to apply to the Magistracy for a summons against you for illegally and unlawfully threatening violence. Sincerely yours, Jas. T. Dobbie."

"My Dear Dobbie,—I now formally (and at your request)—state in writing what I mentioned to you verbally, namely, that with all my heart, I most humbly apologise for the somewhat lurid language I expressed the other day in my wrath (as you term it) if it appears to you in any way excessive. We all go a little bit 'wunkie' at times, and I think you will admit that I had good reason to be annoyed and greatly offended. When I seriously reflect on the matter I conclude that it was not precisely at you that the said 'lurid language' ought really to have been directed.—Yours, dear old chap, W. A. Donaldson."

"P.S.—A copy of this is being very carefully preserved—W.A.D."

Thanking you for favour of space.

Yours etc.,
Jas. T. Dobbie.



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ST. GEORGE'S DAY

"RETREAT" AND A SMOKING CONCERT

PRESIDENT'S ADDRESS

The Hong Kong Cricket Club ground was filled yesterday afternoon when, under the auspices of the Society of St. George, Hong Kong, it being the anniversary of the patron saint of Englishmen, the Band, Drummers and Buglers of the 1st Battalion the Somerset Light Infantry sounded "the Retreat."

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) was met on arrival by Mr. H. R. B. Hancock (President of the H.K.C.C.) and the Hon. Mr. W. E. L. Shenton (President of the Society of St. George). Lt.-Col. C. H. Little, D.S.O., Officer Commanding the 1st Somerset, was also present. Rounds of applause greeted each item in the programme, which was as follows:—

1. Fanfare of Bugles.
2. The Retreat.
3. March, Sambré et Meuse.
4. Bugle March, Windsor.
5. Descriptive Piece, The Ride of St. George.
6. Bugle March, Old Faithful.
7. Grand Fantasia of English Songs.
8. March, Marching thro' Georgia.

Rule Britannia.
The Evening Hymn.
Regt. March, Prince Albert
God Save The King.
Smoking Concert

The colours of St. George's cross, in lights and in flags, distinguished Lee Theatre, East Point, last night, for the Society's smoking concert to Servicemen who thoroughly enjoyed the entertainment. The coats-of-arms of English towns took a prominent part in the decorations which were the work of Mr. W. A. Cornell who was also responsible for the stage effects and lighting.

First Class Concert

The highest class music hall of London could only equal the variety concert given last night at the Lee Theatre, and the Society is to be congratulated on its excellent choice of material. Practically all the local talent and warm favourites of the community were asked to give their assistance, and the audience, numbering over a thousand, were unanimous in their appreciation.

The concert opened with a selection by the string band of H.M.S. "Kent." The acoustic arrangements of the theatre were so good that the band was heard to greater advantage than could be possible elsewhere.

In the words of an old Londoner, the short and varied turns were quite reminiscent of "Merrie England and Its Music Halls." There was a banjo solo, followed by a concertina, and then there was a dancing display by five ladies, who are all local favourites.

The three irrepressible humorists, Messrs. G. W. C. Burnett, V. C. Labrum and W. A. Hannibal, were again to the front. They provoked much laughter and were loudly cheered.

The singing of "Land of Hope and Glory," by Mrs. Womack, was most stirring and received tremendous applause.

The concert included items by the Band of the flag ship, H.M.S. "Kent." Selections from "The Gondoliers" by Mr. Parker and chorus; Mrs. Tinson and chorus; from "Tom Jones" by Mr. Brock and chorus; "The Yeomen of England" and "Merrie England" by Mr. Tereen and chorus; song scene, "Faries from the Moon" by Mrs. Womack and the Misses Rachel Wong, Phyllis Gittins, Helen Ho and Mavis Glendinning; jockey dance by the Misses Wong, Stella Ho, Gittins, Helen Ho and Glendinning; humorous items by Mr. W. A. Hannibal, Mr. V. C. Labrum and Mr. G. W. C. Burnett conjuring by E.R.A. W. J. Mahoney, ably assisted by Mr. Octavius Smith; banjo solo by Mr. Hughes; song, "Glorious Devon" by Mr. R. A. Green; concertina solo by Mr. W. Potts and finale, "Land of Hope and Glory" by Mrs. Womack.

The chorus included Mrs. Tinson, Mrs. Davenport Brown, Mrs. Bellamy, Miss Hancock, Mr. Anniss, Mr. Brock, Mr. Green, Mr. Griggs, Mr. Parker.

The accompanists were Mrs. Griggs, Mr. F. Mason, Mr. G. Grinble and Mr. H. J. Fountain.

Proud to be English

On behalf of the Society, the Hon. Mr. W. E. L. Shenton welcomed the members of the fighting forces and expressed the hope that they enjoyed the concert.

It might be asked, he said, why the Society was entertaining the fighting forces. The reason was that they liked to do it and were proud to do it. The Irish had their day, the Scots had their day, and the Welsh had their day. The Presidents of those respective Societies would tell them what fine people their nationalities were, and the English agreed with them.

However, England also had her own day and on that day they spoke of Englishmen. They were proud of the fact that in the Great War, of the fighting forces which went from the British Isles, 80 per cent. were Englishmen. While the casualties were regretted, their sympathies went out to those who were left behind. The English casualties for the whole of the war amounted to 82 per cent. which showed the prominent part they had taken. They were also proud to know that about 88 per cent. of the Royal Navy were Englishmen, and of the Army 82 per cent. were of that nationality.

Glory of Zebrugge
St. George's Society is particularly proud of the assault on Zebrugge which took place on St. George's Day with the battle cry of "St. George for England," Mr. Shenton added.

Anyone who had been in the East during the past years of trying conditions appreciated the arrival of the Shaforce and the augmentation of the forces already in the Far East.

Thanks were tendered to the Lee Hyson Estate Co., Ltd., for the loan of the theatre; to H.E. the Commander-in-Chief, China Station, for the services of the Band; to the individual members of the Band; to the artists and performers; to the ladies and gentlemen who had assisted; to members of the committee; and to Lt.-Col. Little and officers of the Somerset L.I. for giving services of the Band to play at the H.K.C.C.

MR. SHENTON'S SPEECH

Address on St. George's Day Broadcast

The President of the Society of St. George (the Hon. Mr. W. E. L. Shenton) last night broadcast (locally to Canton, Swatow and Wuchow) an address from Z.B.W. on England. A large number of listeners-in heard the Hon. Mr. W. E. L. Shenton speak as follows: Englishmen and Englishwomen, to-day is the anniversary of the martyrdom of St. George of Lydda, the Patron Saint of England. He met his death on the 23rd of April A. D. 303. It is on April 23 in each year that the English in all parts of the world gather together, happy in the fact that they are English and that England is their native land.

"Tis a glorious charter, deny it who can

"That's breathed in the word: I'm an Englishman."

Greetings

I have received as President of the St. George's Society of Hong Kong the following telegrams of greetings from kindred societies.

Shameen:—Hearty fraternal greetings.

London:—"Prince George present at Banquet. First Lord of Admiralty Chairman. All prosperity and happiness.—Georgical."

Peking:—Greetings and members Peking send greetings.

Vancouver:—Greetings and best wishes from the President and members of the Vancouver, British Columbia, branch of the Society.

Tientsin:—Heartiest greetings from President and members Tientsin.

Kobe:—Heartiest greetings from Kobe, Asket, President.

Shanghai:—Greetings from Shanghai, O. M. Green, President.

Legendary History

To-day being St. George's Day it will no doubt be of interest to Englishmen to hear something of St. George's legendary history, much of which is of course the subject of controversy, and may or may not be correct. He was born in Lydda in Palestine A. D. 270. Lydda is situated on the plains of Sharon, so celebrated for its roses, and as this beautiful flower was St. George's favourite, it became the national emblem of England.

St. George became a soldier by profession and entered the Roman Army. Diocletian, the then Emperor of Rome, sent him on a mission to England—he landed on the West Coast—hence St. George's Channel. Whilst there he was instrumental in converting the Empress Helena, the mother of Constantine, to Christianity. Constantine, who was born at York, also embraced Christianity, and subsequently became Emperor of Rome. St. George and Constantine became fellow soldiers and fast friends.

Met His Death

St. George met his death at the hands of the Emperor Diocletian because of his support of the Christians.

When Constantine became Emperor of Rome he chose St. George, his old friend, as the Patron Saint of his Native land—England, and thus the red cross of St. George is on our flag, and St. George is on our flag, and his favourite flower, the rose, became our national emblem.

"Then raise the standard of St. George."

"For all that's good and great, And try and follow in his steps, 'Old England's Patron Saint.'"

St. George's fame has come down to us from earliest history.

In the Saxon days King Arthur and the Knights of the Round Table called themselves "The Brotherhood of St. George." King Richard Coeur de Lion and the Crusaders bore on their shields the Cross of St. George. Their battle cry was "St. George for England."

National Holiday Decreed
In the year 1222 at the Council of Oxford it was decreed that the feast of St. George should be observed as a national holiday. King Edward III in the year 1347 instituted the Order of the Garter—the blue ribbon of chivalry—dedicating it to St. George, and directing that the annual festival should be held at Windsor on St. George's Day.

King Henry V won the great victories of Cressy, Poitiers and Agincourt under the banner of St. George. Shakespeare represents him as saying "Cry God for Harry, England and St. George." The stirring days of Drake and Raleigh—the gallant fight of Sir Richard Grenville of the "Revenge," took place under the banner of St. George. It was the flag of England which these undaunted pioneers unfurled on the shores of the New World—the flag which encircled the globe and carried to the Indies, those long and lasting foundations of our glorious Empire. Under the redoubtable Blake, the cannon of our ships thundered along the shores of the Mediterranean, bringing succour to the weak and justice to the oppressed. Well might Cromwell say "By such missions as these, we shall make the name of Englishmen as great as that of Rome was, 'in Rome's most palmy days.'"

It was Blake, who defeated the Dutch, compelled the maritime powers of Europe to again acknowledge England "Mistress of the seas," in token of which to this day, the whip-lash pennant, with St. George's cross at the hoist, is borne by all His Majesty's Ships in commission; and the Banner of St. George remains the Admiral's flag, our flag, to which the poet Campbell sang:—

"Ye mariners of England
That guard our native Seas,
Whose flag has braved a
thousand years
"The Battle and the Breeze."

At Zebrugge
It was on St. George's Day and with the battle cry—"St. George for England"—that carried the unconquerable forces of England and the British Empire carried the assault of Zebrugge, that incomparable feat, that will live for all time.

St. George not only lives in the past, but to-day, and in the future. He is representative of English nationality and cohesiveness—he is the bond which unites Englishmen throughout the Empire, and indeed throughout the world.

His Majesty our King, whose recovery from his recent illness has brought so much to his subjects bears the birth name "George," after our Patron Saint.

So much for the history of St. George and what he means to England and to Englishmen, but there is something more—it is on St. George's Day that the thoughts of Englishmen wherever they are, return to their native land, and there is no one who does not ask himself in his heart, what it is that England stands for. And there comes into one's mind a wonder as to what England may stand for in the minds of generations to come, if our country goes on during the next generation as she has done in the last two, in converting her fields into towns.

To an Englishman, surely England is the country and the country is England, and when the Englishman is abroad, England comes to him through various senses—through the ear, through the eye and through certain imperishable scents, and what are they? The sounds of England—the tinkle of the hammer on the anvil in the country smithy—the sound of the scythe against the whetstone—the sight of a plough team coming over the brow of a hill—the sight that has been seen in England since England was a land.

The wild anemones in the woods in April—the last load of hay being drawn down a lane as the twilight comes out, and you can scarcely distinguish the figures of the horses as they take it home to the farm—and above all, most subtle, most penetrating and most moving, the smell of wood smoke coming up in an autumn evening—that wood smoke that our ancestors tens of thousands of years ago must have caught on the air, when they were coming home with the result of the day's forage, when they were still roaming the forests and the plains.

Chords Touched
These things strike down into the very depths of our being, and touch chords that go back to the beginning of time and the human race, but they are chords that with every year of our life sound a deeper note in our innermost being.

These are the things that make England. They ought to be the inheritance of every English child—nothing can be more touching than to see how every man and woman will have their garden—if they can—will go to gardens if

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Parcels will be received at this Office until Noon, the day of sailing. The contents and value of all packages must be declared.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1929, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th May, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 24th April, 1929.

they can,—to look at something they have never seen, but which their ancestors knew and loved. The love of these things is innate and inherent in the English.

It makes for that love of home, one of the strongest features of our race, and it is that that makes our race seek its new home in the Dominions overseas, where they have room to see things like this, that they can no more see at home. It is that—power of making homes, almost peculiar to our people, and it is one of the sources of their greatness.—They go overseas, and they take with them what they learned at home; love of justice, love of truth and the broad humanity, that are so characteristic of English people.—It may well be that these traits on which we pride ourselves, which we hope to show and try to show in our own lives, may survive—survive among our people so long as they are a people—and just as to-day, more than fifteen centuries since the last of those great Roman legionaries left England, we still speak of the Roman strength, and the Roman work, and the Roman character, so perhaps in the ten thousandth century, long after the Empires of this world as we know them have fallen, and others have risen and fallen, the men who are then on this earth may yet speak of those characteristics which we prize, as the characteristics of the English, and that long after the name of the country—has?—passed away, wherever men are honourable and upright and persevering, lovers of home, of their brethren, of justice, and of humanity, the men in the world of that day may say, we still have among us the gifts of that great English Race.

I think the thoughts of every Englishman abroad to-day are well expressed in the words of Wordsworth:—

"I travelled among unknown men
"In lands beyond the sea.
"England: I never knew till then
"The love I bore for thee."

In conclusion, whilst it is on St. George's Day, that our thoughts turn to Englishmen and England, nevertheless our good wishes and desire for hearty co-operation go out to all the other races and nationalities, who—together with us make up the Great British Empire.

The chief demand to be put forward at the convention of the Australian Workers' Union will be that the influx of southern Europeans into Australia should cease immediately.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, April 27, 1929, commencing at 10.30 a.m., at The Hong Kong & Shanghai Hotels Public Bar, at 16, Des Voeux Road.

One Very Large Carved Teak Marble Top Counter with Brass Foot Railings, also the back portion made of Fine Carved Teakwood with Fine Oil Painted Panels and Large Bevelled Mirrors

Two Large Teak Ice Boxes.
Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.
Hong Kong, April 24, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, April 29, 1929, commencing at 11 a.m., at No. 52A, Nathan Road, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Teak Dining Table, Teak Dining Chairs, Teak Sideboard, Teak Glass Cabinet, Teak Ice Chests, Brass Ornaments, Chinese Porcelain, Dinner Crockery, Glass Ware, Pictures, Curtains, Carpets, etc.

Teak Bedstead, Teak Wardrobe with Glass Door, Teak and Marble Top Washstand, Teak Dressing Table, Teak Chest of Drawers, Tables, etc.

also
Few Pieces of Blackwood Ware. (Furniture by Lane, Crawford, Ltd.)

On View from Sunday, April 28, 1929.
Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.
Hong Kong, April 24, 1929.

THE Undersigned have received instructions from E. A. S. Hayward Esq., O.B.E., to sell by Public Auction

ON
TUESDAY, April 30, 1929, commencing at 11 a.m.

at No. 18, MacDonnell Road (Lower Flat).

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Large Armchairs, Teak Book Case, Teak Hat Stand, Teak Dining Table, Sideboard, Teak Bedstead, Teak Wardrobe and Bevelled Mirror Doors, Teak Dressing Table, Mahogany Chest of Drawers, Teak Book Stand, Folding Screen, Teak Ice Chest, Curtains, Ornaments, Hand Paint Dessert Set, Dinner Crockery, Glass Ware, Cooking Utensils, etc.

also
Silver Salver, Silver-ware and cutglass

and
One Piano by "Bluthner"

One Gramophone with Cabinet and Records.

On View from Monday, April 19, 1929.
Catalogues will be issued.

Terms:—Cash on Delivery.
LAMMERT BROS. Auctioneers.
Hong Kong, April 24, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, May 1, 1929, commencing at 2.30 p.m., at No. 292, The Peak, Gough Hill.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Armchairs, Teak Card Table, Standard and Table Lamps, Teak Revolving Book Case, Teak Desk, Pictures, Engravings, Bronze and Brass Ornaments, Curios, Curtains, Carpets, etc., etc.

Teak Dining Table, Dining Chairs, Teak Sideboard, Dinner Wagon, Glass Cabinets, Silver and E.P. Ware, Cutlery, Glass Ware, Dinner Crockery, etc., etc.

Iron Bedsteads with Spring Mattresses, Teak Wardrobe, Teak Chest of Drawers, Teak Dressing Table, Tables, Marble Top Wash Stands, Toilet Sets, etc., etc.

also
White Refrigerator, Enamel Baths, Cooking Stove, Aluminium Kitchen Utensils

and
Plants in Pots, Palms and Ferns.

On View from Tuesday, April 30, 1929.

Terms:—Cash on Delivery.
Catalogues will be issued.
LAMMERT BROS. Auctioneers.
Hong Kong, April 24, 1929.

PAGLIACCI
Complete Opera In Art Album
Columbia RECORDS
Sung in English
The Sensation of the Year!
THE CAST
NEDPA Miram Licette
CANIO Frank Mullins
TONIO Harold Williams
PEPPE Heddie Nash
SILVIO Dennis Noble
With Chorus and Orchestra of
THE BRITISH NATIONAL OPERA COMPANY
Conducted by Eugene Goossens, Senr.
A Wonderful Electric Recording in the
Scala Theatre, London.
The Anderson Music Co., Ltd.

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BEST HOTELS
BEST CLUBS
BEST RESTAURANTS
and
BEST HOUSEHOLDS
IN HONG KONG & KOWLOON
COOK BY GAS.
DO YOU?
Inspect the latest Cookers
at our Showrooms,
ICE HOUSE STREET,
WEST POINT WORKS,
or JORDAN ROAD, KOWLOON.
SEND US YOUR ENQUIRIES
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Bens and the Glens
Highland Nectar
Rare Old Scots Whisky
Welcomed and esteemed because of its exquisite delicacy of flavour and true Highland characteristics, no other whisky makes such a definite appeal to the palate as "Highland Nectar".
The quality is guaranteed and always rigorously maintained.
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BOOKS, MEDICAL BOOKS,
FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

LON CHANEY

STRIKING ROLE IN MYSTERY FILM

THURSDAY TO SATURDAY

Lon Chaney will be seen at the
Queen's Theatre from Thursday
to Saturday in his latest thriller,
"The Big City."

The story is a mysterious
romance of the New York under-
world, with Chaney as a czar of
criminals and Marceline Day as
the heroine, a shopgirl enmeshed
in one of his plots. James
Murray plays her sweetheart, a
young gangster, and the cast in-
cludes Betty Compson, Virginia
Pearson, John George, Mathew
Betz, and others of note.

The story hinges on a love be-
tween the young gangster, his
sweetheart, and the gangster
chief, with the hold up, a sensa-
tional police battle, and a gang-
ster war as thrilling incidents.
The picture has been elaborate-
ly staged with many lavish in-
terior sets as a feature.

TO-DAY'S RADIO

BROADCAST BY Z. B. W.

ON 350 METRES

Broadcast by Z.B.W. on 350
metres.
5.30-6.30 p.m. Programme of
Chinese music, (Victor Records
supplied through the courtesy of
Sincere Co.).

7.48 p.m. Evening weather report.
8 p.m. Evening programme, (Col-
umbia Records supplied through
the courtesy of Messrs. Anderson
Music Co.).

10.10 p.m. News bulletin.
10.30 p.m. Close down.

AMBULANCE WORK

WOULD BE SUICIDE SAVED BY CHINESE

We are informed that on the
night of the 20th inst. a female
Chinese passenger on board the
Yaumati ferry, jumped overboard
as the vessel left Yaumati. She
was rescued by the sailors and
brought on board whereupon Fan
Shui-nam, a member of the St.
John Ambulance Brigade applied
artificial respiration. After work-
ing on the woman for 15 minutes
she was removed by Police launch
to Yaumati and admitted into the
Kwong Wah Hospital where she
afterward recovered.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/11 1/2
Bank, on demand 1/11 9/16
Bank, 30 days' sight —
Bank, 4 months' sight 1/11 3/4
Credits, 4 months' sight 2/- 1/4
Documentary 4 months' sight 2/- 1/2

On Paris—
On demand 1217 1/2
Credits, 4 months' sight 1292 1/2

On Berlin—
On demand —
On New York—
On demand 47 1/2
Credits, 60 days' sight 49 1/2

On Bombay—
Wire 131
On demand 131

On Calcutta—
Wire 131
On demand 131

On Singapore—
On demand 84 1/2
On Manila—
On demand 95 1/2

On Shanghai—
On demand 78 1/2
30 days' sight (private paper) —
On Yokohama—
On demand 106 1/2

Gold Leaf, 100 fine (per tael) —
Sovereigns (Bank's buying rate) 9.85
Silver (per oz.) 25 11/16
Bar Silver in Hong Kong 8 1/2 Prem.
Copper Cash Nominal
Chinese Copper Cents 6 1/2 Prem.
Rate of Native Interest 7 1/2 p.a.
Chinese Sub. Coin 83 1/2 dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.
Paris 124.17 1/2
New York 4.85 5/16
Brussels 34.95
Geneva 25.21
Amsterdam 12.08
Milan 92.67 1/2
Berlin 20.47
Stockholm 18.16 1/2
Copenhagen 18.21
Oslo 18.20
Vienna 34.57
Prague 164
Helsingfors 193
Madrid 33.74 1/2
Lisbon 108 1/2
Athens 275
Bucharest 815
Rio 5 57/64
Buenos Aires 47 5/16
Bombay 1/5 29/32
Shanghai 2/5 3/4
Hong Kong 1/11 1/2
Yokohama 1/10 1/8
Silver Spot & Forward 25 11/16
—British Wireless Service.

NO PROTEST YET

JAPAN & "BAIRYO MARU" INCIDENT

SHANTUNG EVACUATION

Tokyo, Yesterday.
Pending the receipt of further
details the Japanese Government
has thus far not protested over
the "Bairyo Maru" incident and
hopes to be able to settle it locally,
though it considers the situation
will be complicated if it is proved
that the rebel Wu-Han-ites are
responsible, as it is felt that a pro-
test to Nanking in that event
would be ineffective under the
present circumstances.

In the meanwhile the incident
in Tsinan, involving the death of
a Japanese military officer, is
being settled locally, while Mr. K.
Yoshizawa (Minister to China) is
still pressing Nanking to expedite
arrangements enabling the
Japanese garrison in Shantung to
be withdrawn by the end of May.
—Reuter.

Japanese Concern
Peking, Yesterday.
Mr. Yoshizawa, failing to get a
satisfactory reply from Nanking

T.T. on London 1/11 1/2
T.T. on Shanghai 79 1/4

Banks

H.K. Bank \$1230 s
H.K. London Reg. \$132 1/2 n
Chartered Bank \$19 1/2 b
Mercantile A. & B. \$33 n
Mercantile C. \$15 1/4 n
F. & O. Bank \$9 1/4 n
Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$695 b
Union Insurance \$378 s 376 sa
North China Insurance \$160 b
Yangtze Insurance \$350 n
China Underwriters \$220 s
China Fire Insurance \$290 b
H.K. Fire Insurance \$765 b

Shipping

Douglases \$36 s
H.K. Steamboats \$24 1/4 b
H.K. Tugs & Lighters \$240 n
Indo-China (Pref.) \$40 sa
Indo-China (Def.) \$70 n
Shell Transports \$98/- n
Shell Transports (new) \$22 n
Union Water-boats \$22 n

Mining

Benguets \$2 1/2 b
Kailan Mining Ad. \$67/- n
Langkats (comb.) \$114 n
Langkats (singles) \$17 1/2 n
Shanghai Explorations \$2.90 s
Shanghai Leans \$44 1/2 n
Raub's \$6.65 n
Tronoh Mines \$17/6 n
Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$122 b 122 sa
H.K. & W. Docks \$36 s
China Providents \$4.10 b
Hongkew's \$173 b
New Engineering \$5.60 n
Shanghai Docks \$127 n

Cotton Mills

Ewo Cottons \$12 1/2 b 12.60 sa
Oriental Cottons \$1.95 b
Shanghai Cottons (old) \$172 s
Shanghai Cottons (new) \$183 n

Lands, Hotels & Buildings

H.K. & S. Hotels \$3.70 b
H.K. Lands \$61 1/2 b & sa
Shanghai Lands \$148 n
Humphreys' Estates \$14.35 n
H.K. Realities \$8.55 n
H.K. Territorials —
Prince's Buildings —

Public Utilities

H.K. Tramways \$18 b 18.30 s
Peak Trams (old) \$12 1/2 b
Peak Trams (new) \$6.30 n
Star Ferries \$67 1/2 s 67 sa
China Lights (comb.) —
China Lights (old) \$13.35 b
China Lights (new) \$13.45 sa
China Lights 1928 issue —
H.K. Electric (old) \$55 1/2 b
H.K. Electric (new) \$55 1/2 sa
Macao Electric \$26 1/4 n
H.K. Telephones \$7 b 7.10 sa
China Buses \$13 b
Singapore Tractions \$11/6 n
Singapore Pref. \$16/6 b
Sapidakan Lts. \$2 1/2 s

Industrials

China Sugars \$1 n
Malabon Sugars \$27 b
Canton Ices \$13 1/2 b 1.90 s
Cements (comb.) \$8 1/2 b 8.60 s
Cements (old) \$7.80 n
Cements (new) \$1.40 b
H.K. Ropes (old) \$7 s
H.K. Ropes (new) \$4 b
United Asbestos \$4 b

Stores, &c.

Dairy Farms \$19 1/2 s & sa
Watsons \$11.20 n
Der A. Wings 80 cts. b
Lane, Crawfords \$2 s
Mackintoshes \$18 b
Sincere \$12 b
Wm. Powells \$3.65 n

Miscellaneous

H.K. Amusements \$30 b
Hong Kong Constructions \$1 1/4 s
B. Ind. C. & Bond 66 1/2 % n
H.K. Govt. Loans 7 1/2 % b Prem.

regarding the date the Chinese
can take over from the Japanese
garrison in Shantung, left for
Hankow this morning on a des-
trover for a personal interview
with Marshal Chiang Kai-shek.
—Later.

Owing to the receipt of fresh
instructions from Tokyo, Mr.
Yoshizawa has altered his ar-
rangements, and is not proceeding
to Hankow.—Reuter.

FRESH EGGS

From Imported Leghorn Fowls.
Limited number available daily
6 cts. each

HATCHING EGGS

From Registered White Leghorns
recently imported from Canada
at \$3.00 per dozen.

The Dairy Farm Ice & Cold Storage Co., Ltd.

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Route across CANADA

This famous mountain play-
ground highlights your trip
across the Canadian Rockies
by the route of the lowest alti-
tude and easiest gradient of
any transcontinental line. Yet
it is but one of the many
glorious scenes in this new
route. Daily all-steel trains
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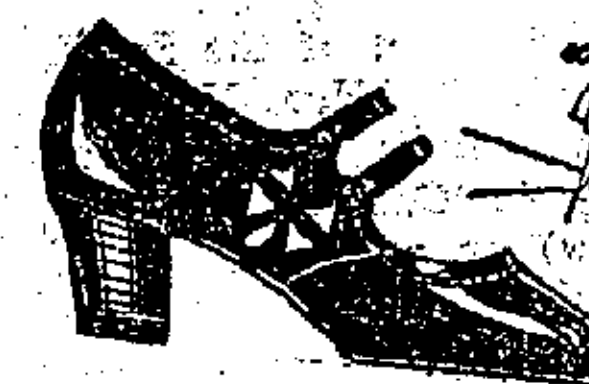
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Kills instantly.

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FOR A SHORT SEASON

TO-NIGHT

at 9.15 p.m.

SIGNOR CARPI'S

ITALIAN GRAND OPERA CO.

DIRECT FROM MILAN

75—ARTISTS—75

THE BIGGEST COMBINATION OF STARS EVER BROUGHT
TO THE EAST.

FULL ORCHESTRA, CHORUS AND BALLET

TO-NIGHT at 9.15 p.m.	"IL TROVATORE"
TO-MORROW APRIL 25	"RIGOLETTO"
FRIDAY APRIL 26	"LA TOSCA"
SATURDAY APRIL 27	"LA TRAVIATA"
SUNDAY APRIL 28	"BARBIERE DI SIVIGLIA"

Booking at Moutrie's and Star.
Prices \$4, \$3, \$2 & \$1.



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supply. All your foods will be
better kept. You will have plenty
of ice cubes for table use. You'll
wonder how you ever got along
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ing cost. Prove to yourself that
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Sport Columns

RIFLE SHOOTING

THE TAIKOO VOLUNTEER CHALLENGE CUP

TEN COMPETITORS

The sixteenth competition for the Taikoo Volunteer Challenge Cup was held at the Taikoo Rifle Range on Sunday, when the following practices were carried out:

- 1.—200 yards, deliberate, 4 ft. musketry target; 5 rounds.
- 2.—200 yards, snapshooting, 22 inches snapshooting target; 5 rounds.
- 3.—300 yards, snapshooting, 4 ft. musketry target; 5 rounds.
- 4.—300 yards, rapid, 4 ft. musketry target; 10 rounds.
- 5.—500 yards, deliberate, 6 ft. musketry target; 5 rounds.

The total "possible" number of points is 115.

There were ten competitors and after keen shooting Mr. D. McLennan (scratch) won with a score of 100 points.

A consolation prize presented by Mr. N. S. Brown to the runner up was won by Mr. A. McIndoe with a net score of 84, plus 3 handicap, total 87 points. Mr. G. Nisbet with a net score of 75, plus 5 handicap, total 80 points was third.

The Cup, which was presented by Mr. G. W. Swire, is a handsome one made of English silver and mounted on a blackwood stand, surrounded with small shields on which the winner's name is inscribed each year. The trophy has to be won three times before becoming the property of the winner, but each holder receives a miniature cup—an exact replica in design of the original.

The competition first started in 1908, and previous winners are:—Messrs. B. F. Chapman, W. M. Scott (twice), D. Young, W. Budge, G. E. Stewart, W. J. Eldridge (twice), C. H. Summers (twice), M. A. A. McIntosh, W. E. Price, and D. C. Walmsley.

LOCAL FOOTBALL

CHINA ATHLETIC BEAT HONG KONG F.C.

Yesterday, on the H.K.F.C. ground, the Athletic defeated the H.K.F.C. by one goal to nil. The game was fast throughout and the Club were unlucky in not securing a point. An injury to Bishop early in the game spelt disaster for the Club for, though Bishop resumed, he was limping badly. Ho ran round him to score the only goal of the match.

The Somerset L.L. and China Athletic will now meet on the South China ground at Caroline Hill on Saturday. Mrs. P. J. Wodehouse has kindly consented to present the league trophies and medals at the close of the game. The kick off is timed for 5 p.m.

CRICKET

CHINESE v. WAYFOONG, EWO AND TAIKOO

What should prove a very interesting game takes place on Saturday, when the Chinese R.C. meet an XI chosen from Wayfoong, Ewo, and Taikoo at Causeway Bay.

The combined Hong will be represented by the following:—

- | | |
|-------------------------|----------|
| H. V. Parker (Wayfoong) | Captain |
| R. A. Green | " |
| J. Hall | " |
| M. D. Scott | " |
| J. H. Raikes | " |
| E. P. Streetfield | " |
| O. Moor | (Taikoo) |
| J. R. Hinton | " |
| R. H. Dowler | " |
| W. Lithgow Smith (Ewo) | " |
| R. J. G. Grieve | " |

BOXING

CENTRAL BRITISH SCHOOL'S TOURNAMENT

PROMISING YOUTHS

Students of the Central British School held a boxing contest yesterday, at the School house. Several promising youngsters gave a splendid account of themselves and reflected great credit on their instructor, Mr. H. Marriott.

The Blue House team scored an easy victory over the representatives from the Red House by 16 points to 4.

The results were:

- | |
|------------------------------|
| F. Fowler beat J. Sloan. |
| D. Gregory beat S. Fowler. |
| B. Hynes beat M. Brown. |
| N. Whitley beat G. Costello. |
| J. Provan beat N. Becker. |
| I. Black beat G. Rapp. |
| H. Chester beat J. Smith. |
| A. Moss beat B. Levkovich. |
| D. Hynes beat L. Marshall. |
| R. Bluth beat R. Wood. |
| J. Chubb beat A. McFarland. |
| E. Fowler beat P. Stephens. |
| R. Holden beat D. Bond. |

Siamese Boxer



One of the smoothest little boxers on the German town Academy boxing team which competed in the inter-academic tournament at the University of Pennsylvania is Prince Saknawasi, heir to the throne of Siam.

Proves Worth Among Lighthweights



Here's Lou Magnolia grapping James Bradnock away from his Italian opponent, Jimmy Slattery, and leading him to a neutral corner after the Jersey City boxer had deposited the Buffalo boy on the canvas for the fatal count of ten in the ninth round of their ten-round go at New York.

R.A. SPORTS

ENJOYABLE GATHERING IN KOWLOON

LIST OF WINNERS

Yesterday afternoon the Hong Kong-Singapore Brigade, R.A., held their annual athletic sports meeting on the Royal Naval Officers' Sports Club ground, Kowloon. There was a large attendance of officers and their friends.

Mrs. Robinson, wife of Lieut.-Col. T. A. F. Robinson, Officer Commanding the Brigade, distributed the prizes at the close of the meeting.

The following were the prize winners:—

- | |
|--|
| Long Jump.—1, Bitam Singh; 2, Jhandor Singh; 3, Ratton Singh. |
| Distance: 17ft. 2½ ins. |
| 100 yards Dash.—1, Gr. Khuda Bux; 2, Gr. Allah Bux; 3, Gr. Mir Mohamed. Time: 11-3/5 secs. |

- | |
|---|
| Putting the Weight.—1, Fifth Battery; 2, Left Section; 3, Centre Section. |
| 440 yards.—1, Gr. Allah Bux; 2, Allah Dad. Time: 56 secs. |

- | |
|--|
| 220 yards.—1, Gr. Allah Bux; 2, Hazara Singh. Time: 25-3/5 secs. |
| Wheel Race.—1, L/C. Tara Singh; 2, Gr. Sapuran Singh. Time: 4:55 secs. |

- | |
|--|
| One Mile Team Race.—1, Second Battery; 2, Fourth Battery. Time: 4 mins. 55 secs. |
| "High Jump.—1, Shah Mohamed; 2, Gr. Jalal Din. |

- | |
|---|
| Boot Race.—1, Gr. Fatah Mohamed; 2, Gr. Khan Bux. |
| Half Mile.—1, Gr. D. Singh; 2, Gr. Aodine Bux. Time: 2 mins. 18 secs. |

- | |
|---|
| 440 yards Relay Race.—1, Fourth Battery; 2, Second Battery. |
| Four Legged Race.—1, Fifth Battery; 2, Fourth Battery. |

- | |
|---|
| Sack Race.—1, Gr. Sher Mohamed; 2, Kar Singh. |
| One Mile Relay Race.—1, Second Battery; 2, Fourth Battery. Time: 3 mins. 53 secs. |

- | |
|--|
| Sack Fighting.—1, Fourth Battery ("A" team); 2, Second Battery ("A" team). |
| Indian Officers' Race.—Sub. Mahan Singh. |

- | |
|---|
| Open Relay Race (British).—1, K.O.S.B. Time: 3 mins. 55 secs. |
| Two Miles Relay Race.—1, Fourth Battery; 2, Second Battery. |

- | |
|--|
| Boat Race.—1, Second Battery. |
| British Staff Race.—1, Right Section; 2, Fourth Battery. |

- | |
|--|
| Obstacle Race.—1, Gnr. Harlan Singh; 2, Pritam Singh. |
| 880 yards Relay Race.—1, Fourth Battery; 2, Right Section. |

- | |
|---|
| Open Relay.—1, Headquarters Wing, Punjab Regiment; 2, "B" Company, Punjab Regiment. |
| Tug-of-war.—1, Centre Section; 2, Fifth Battery. |

- | |
|---|
| Wrestling on Horseback.—1, Fifth Battery; 2, Right Section. |
| V. C. Race.—1, Fourth Battery; 2, Fifth Battery. |

- | |
|---|
| Challenge Shield.—1, Second Battery; 2, Fourth Battery. |
| Hockey (1928 Champions).—Second Battery. |

ENGLISH GOLF

AMATEUR CHAMPIONSHIP (NATIVE)

TOLLEY IN THIRD ROUND

London, Yesterday. The English amateur native golf championship began at Gosforth Park, Newcastle.

In the second round, C. J. H. Tolley beat Paul Speed, a Tyneside rivetter, by 3 and 1. E. Fiddian, a former boy champion, beat F. Ingham of Northumberland by 5 and 4 and he meets Tolley in the third round to-morrow.

J. Stout, the holder, met with an accident which may prevent him from defending his title. While taking part in a football game, Stout slipped and put out his right knee, thereby tearing a ligament.—Reuter.

OPERA CO.

APPEARING TO-NIGHT AT THE STAR

"IL TROVATORE"

Signor Carpi's Italian Grand Opera Company commences a short season at the Star Theatre to-night at 9.15 with Verdi's famous opera "Il Trovatore."

The aggregate number of artists is no less than 75, of which a capable orchestra and graceful ballet are features.

The company has already toured Japan and Shanghai, where they met with unprecedented success.

Prior to that, a tour through Java established a reputation in that musical country which indicates the excellence of the entertainment now promised Hong Kong.

Doubtless the season here will be popular and those who intend being present to-night are advised to book seats at Moutrie's or the Star Theatre without delay.

BOILING WATER

SMALL BOY'S WRISTS TIED TOGETHER

A WICKED CASE

Sentence of two months' hard labour, without the option of a fine was the sentence passed by Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, yesterday, on a Chinese shop foki who was charged with assaulting a small boy.

Accused admitted he had caned the lad, but the case for the prosecution was that he had poured boiling water over the boy who was aged about 12 years.

Dr. J. E. Dovey deposed to finding scalds on the lad's left wrist and on both feet. There was also blistering on the upper surface of one foot. He also found marks of the weals of a cane on various parts of the body. The scalds, in his opinion, had been caused by very hot liquid, such as water or oil. As the scalds were on the inner part of the boy's hands it appeared that his wrists had been tied together and the water poured between the hands.

The lad, in the witness box, said that the punishment was meted out to him because he had been caught stealing firewood.

In convicting the accused, his Worship remarked that it was one of the most wicked cases he had ever listened to.

TRAFFIC OFFENCES

FINES BY PROXY—COURTS WARNING

Fines by proxy was the order in Mr. E. W. Hamilton's Court at the Central Magistracy yesterday, at "traffic time."

Three proxies who admitted that they had given \$10 each by the accused to attend Court in their stead were fined the full amount and told to warn the car drivers concerned that their licences would be cancelled upon another conviction.

A fourth man admitted that he

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre: "Dry Martin." To-day—World Theatre: "The Chorus Lady." To-day—Star Theatre: "Rose Marie."

To-day—Majestic Theatre: "West Point."

To-day—Grand Italian opera "Il Trovatore," at Star Theatre, Kowloon, 9.15 p.m.

April 24-25—Display of modern Chinese classical dances by the Mui Fa Dancing Co., Po Hing Theatre, Kowloon.

Home Mail To-day—Inward from Shanghai and Europe via Siberia (Alipore). Lammer's Auction

April 29—At 5, Queen's Gardens, valuable household furniture, 2.30 p.m.

Sport April 27—Fourth extra race meeting of the H.K. Jockey Club, at Happy Valley.

Meetings

April 25—Annual meeting of Gande, Price & Co., Ltd., 2, Ice House-st., noon.

April 26—Combined meeting of China Coast Officers and Marine Engineers' Guild of China, (H.K. branch) 67, Des Vœux-rd. CH., 5.30 p.m.

April 29—Annual meeting of H. K. Society for the Prevention of Cruelty to Animals, Messrs. Jardine's Matheson's Board Room, 5.15 p.m.

April 29—Meeting of Douglas Steamship Co., Ltd., P. & O. Bldg., 11 a.m.

May 10—Further meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

Miscellaneous

April 25—Parade of ex-service men at Queen's Pier in honour of H.R.H. The Duke of Gloucester, 11.55 a.m.

April 28—Band concert by the K.O.S.B. in Peninsula Hotel roof garden, 9.15 p.m.

May 1—Spring Festival at Quarry Bay School, 11 a.m.

May 2—Bridge party at Taikoo Club in aid of H.K.W.G. & M.C.L.

May 10—At Volunteer Headquarters, Annual Corps smoking concert, dinner and distribution of Corps trophies and musketry prizes.

"WINDMILL PLANES"

RIGHTS OF INVENTION SOLD TO AMERICA

The Cierva Autogiro, or "windmill plane," as it is generally known, from the fact that its lifting surfaces are four small wings rotating in a horizontal plane, is now to be manufactured in the United States.

The British company has sold the rights of the invention to the Pitcairn Cierva Autogiro Company, of Delaware, but still retains a substantial interest in the American development. The new company will grant licences to manufacturers and others in America. The prime mover in the matter, Mr. Harold F. Pitcairn, has been interested in this novel machine since 1925, when he met the inventor in Madrid. An Autogiro was sent over to the United States last autumn, and as a result of exhaustive tests there American interest has developed. Last year, it will be remembered, the first cross-country flights were made in the "windmill plane," and these were followed by a series of visits to Continental centres.

had brought up \$11, and was allowed to keep the odd dollar.

Proxy No. 5 had taken up only \$5 to answer a summons for touting and remarking that that amount was "not good enough," his Worship gave a week's remand, directing that the accused attend personally at the next hearing.

Obstruction Summoned for obstruction, Mr. V. R. Gordon was yesterday cautioned by Mr. E. W. Hamilton against parking his motor car by the path leading to the football ground at Happy Valley.

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BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

Reparations Conference



Dr. Hjalmar Schacht, President of the German Reichsbank, who heads the German delegation attending the conference of experts for the revision of reparations now being held in the Bank of France in Paris.

Well-Known Resident of Shanghai Marries



The marriage of a well-known Shanghai resident, Mr. A. J. Hughes, took place at H.B.M.'s Consulate-General. The bride, who was very popular in musical circles in Western Canada, was Miss Kathleen Campbell Strathearn of Vancouver and Kaslo, B.C. Prior to her marriage, Mrs. Hughes was the guest of Mr. and Mrs. W. G. E. Jones, of the Office of Works, at whose home in the Consulate compound the above photograph was taken immediately after the marriage.—(Ah Fong).

Keeps President Safe



For the first time in White House history one man will have the responsibility of guarding the safety of the President. W. M. Moran (above), head of the Secret Service, has had this sacred trust given to him, although the guards proper will be under Richard Jervis.

"The Motors Went Out on Me"



Lying severely injured in hospital, Pilot Lou Foote, right, told his grief-stricken wife, left, that it was the failure of the motors which caused him to make the forced landing in the big Ford plane when 14 passengers were crushed to death on the side of loaded freight car near Newark, N. J., airport. The pilot is the only person in the fatal flight who still lives.

Presents Papers First



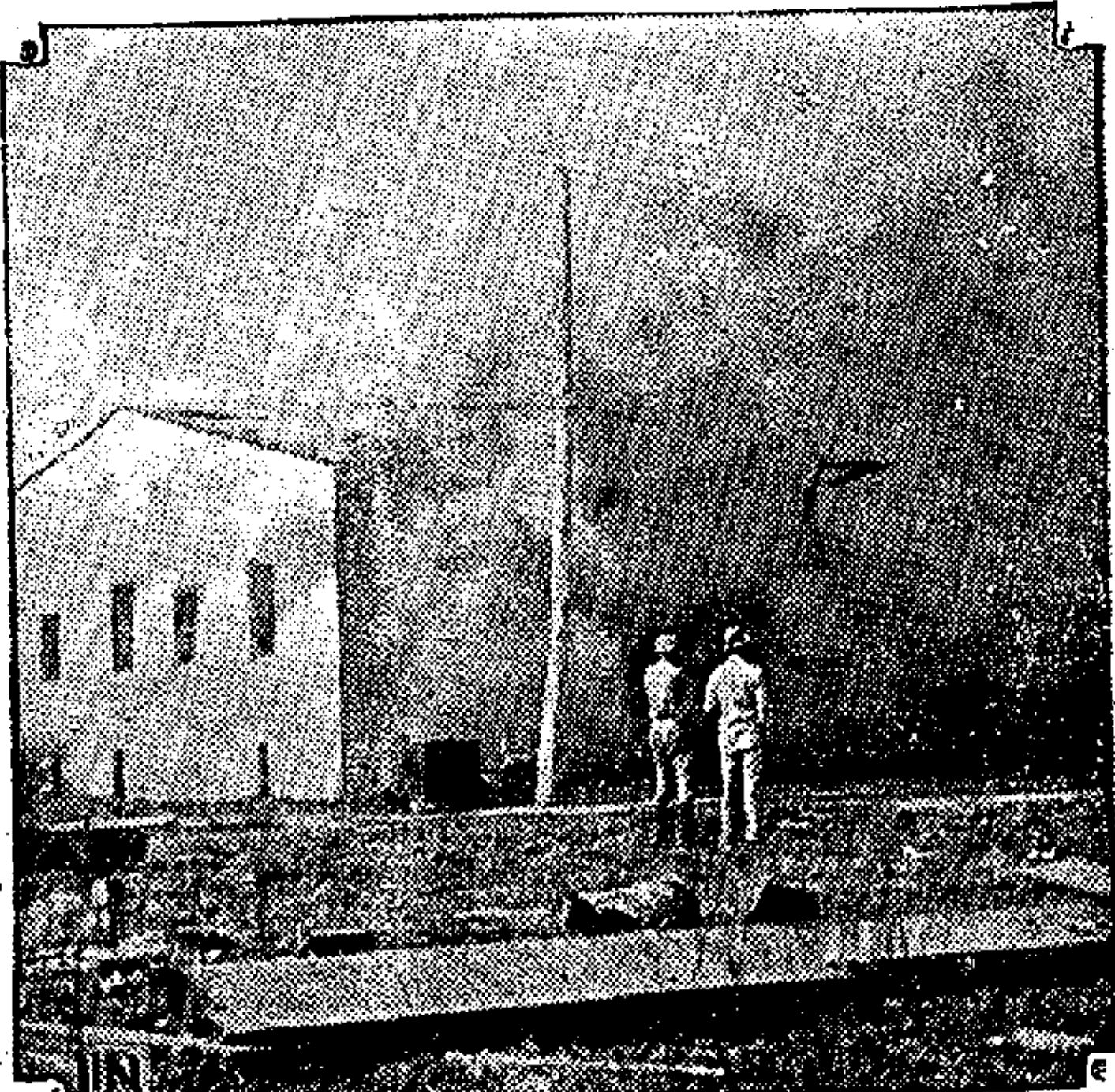
Dr. C. C. Wu, above, representative of the Nationalist Government of China, was the first foreign envoy to present his credentials to President Hoover. Dr. Wu succeeded Dr. Alfred Sze, who has been transferred to Great Britain.

Dutch Queen Mother in London



Queen Emma, queen mother of Holland, made the journey to London to attend the exhibition of Dutch masters at the Burlington House. She is seen immediately after landing from the steamer.

Blaze Threatens Big Flying Field



This picture above shows a hangar containing 20 seaplanes burning at Curtiss Field, N.Y., which did damage amounting to more than \$150,000.

Expelled



Dr. Hertz, above, is the Chief Rabbi of England. He was expelled from South Africa by President Kruger and has been succeeded by Dr. Adler.

Flying In Arabian Night Land



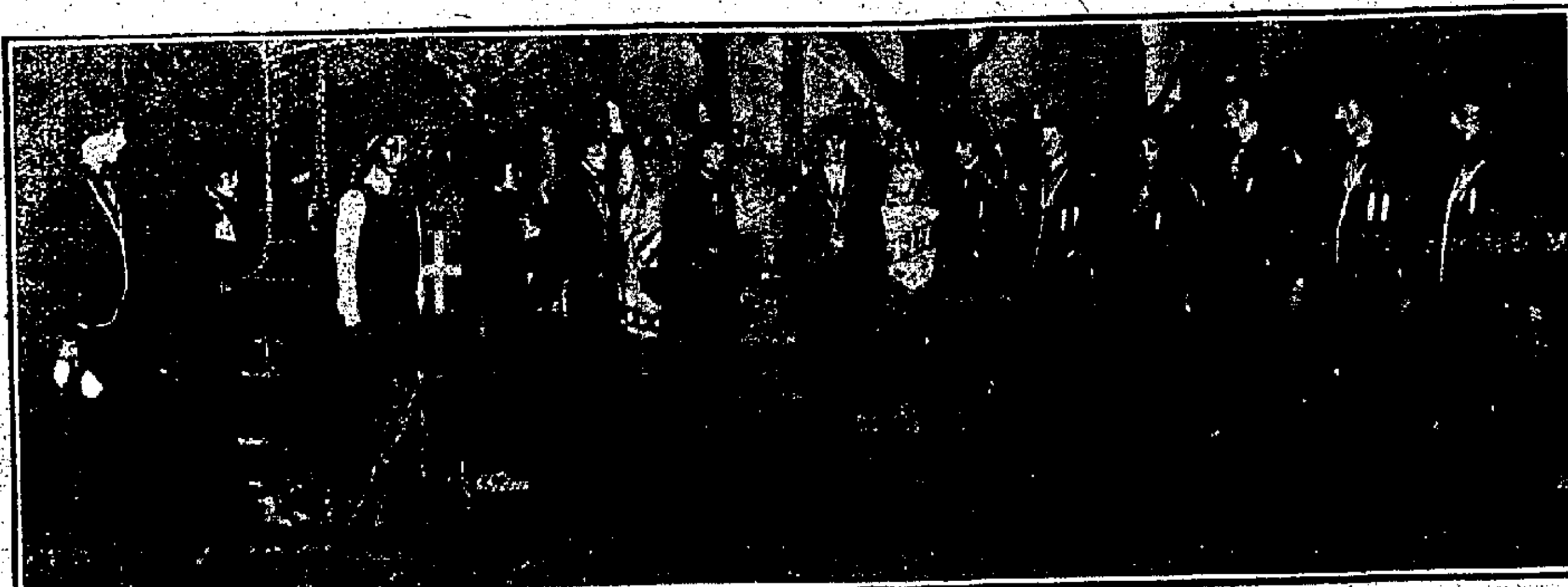
Mrs. Arthur Cleaver, right, daughter of the Right Hon. H. M. Pollock, Minister of Finance for Northern Ireland, is flying from London to Bagdad and India in a small Moth plane called the "Will o' th' Wisp." Captain Donald Drew is piloting the ship and Mrs. Cleaver is carrying only the minimum amount of baggage necessary. The photo, left, shows friends of Mrs. Cleaver and Captain Drew waving farewell as the ship circles over Croydon Field.

Receive Plaudits of France



These two Russian aviators, Tchoukhnowsky, right, and Professor Samoilovitch, whose flights from the rescue ship "Krasin" were largely responsible for discovering the ill-fated Nobile flight survivors, were feted in the Russian Embassy at Paris.

Shanghai Girl Guides' Entertainment



At the College Municipal Francaise, 11 Route Vallon, was a unique and interesting affair. An attractive programme of entertainment was given, including a play entitled "The New Order," a scene from which is shown above.—(Wei Wong).

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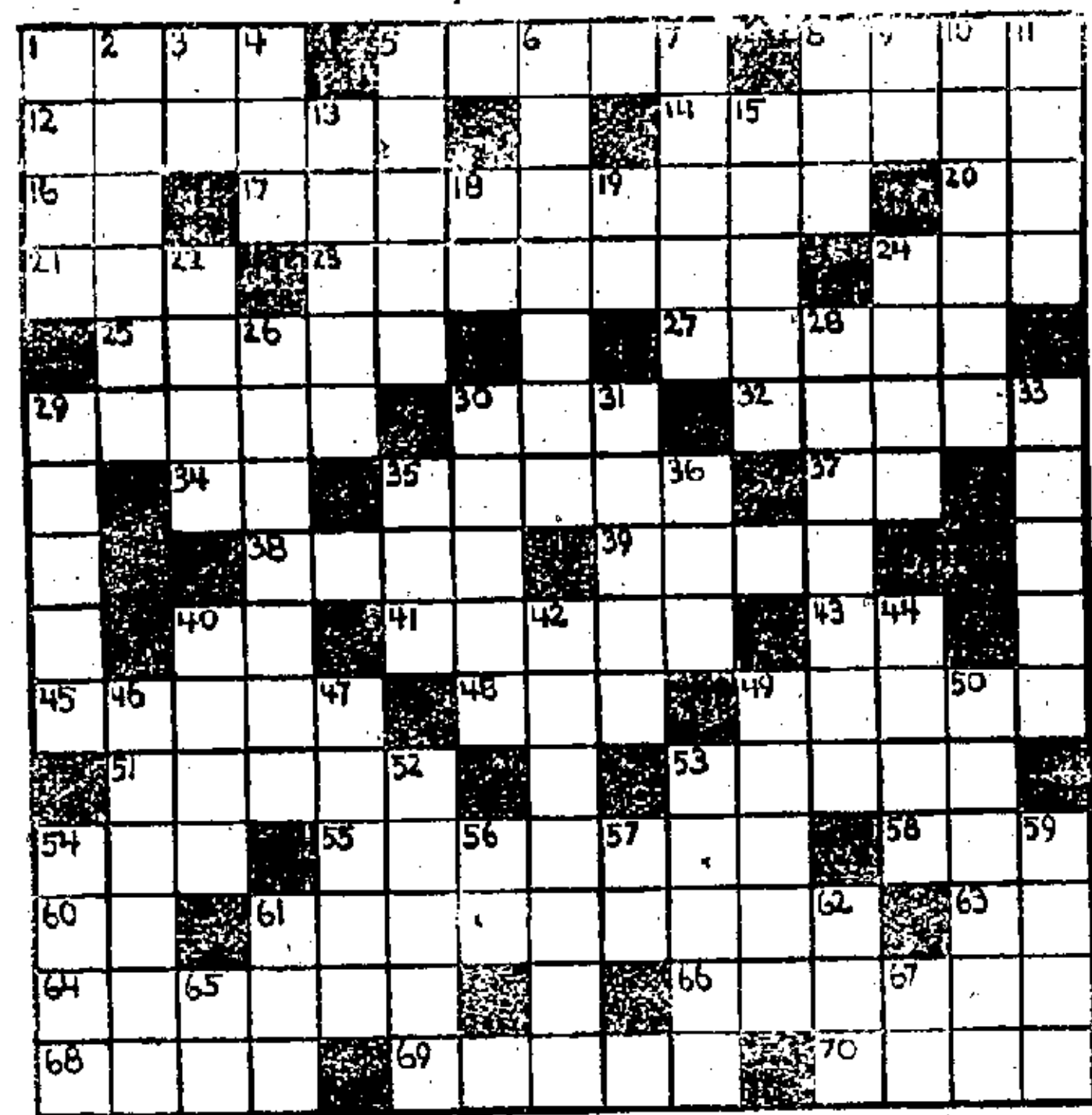
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1—Classic woodland deity
- 5—Heroic tales
- 8—A promise
- 12—Collision
- 14—Auditor
- 16—Prefix To
- 17—Imaginary lines encircling globe
- 20—Move forward
- 21—Half score
- 23—Recovered strength
- 24—Energy (slang)
- 25—A fresh set
- 27—Nut
- 29—To charge
- 30—Cut with scythe
- 32—Dwarf animals
- 34—Preposition
- 35—Esteem
- 37—Thoroughfare (abbr.)
- 38—Ejaculation
- 39—Blister
- 40—Close relative (short)
- 41—Gay
- 43—Exist
- 45—Coaches
- 48—Simple song
- 49—Vegetable growth
- 51—Representative
- 55—Move
- 56—Crack aviator

HORIZONTAL (Cont.)

- 58—Subtle sarcasm (pl.)
- 59—Roadside tavern
- 60—Seven day period (abbr.)
- 61—Something given special attention
- 63—In this manner
- 64—Pertaining to a season of fasting
- 66—Driven, as a coach
- 68—Orley
- 69—Old Venetian ruler
- 70—Facial organ

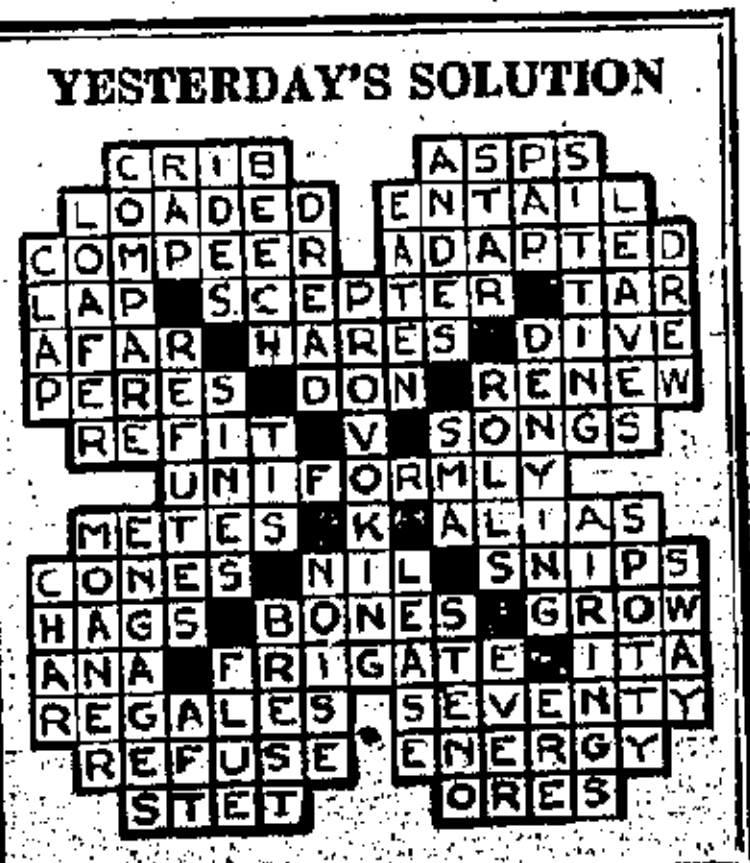
VERTICAL (Cont.)

- 22—Famous mountain (Bible)
- 24—Breathe rapidly
- 26—Line of descent
- 28—Desert
- 29—Anticipate with horror
- 30—Pattern
- 31—Harass
- 32—Bugs
- 35—Thigh of an animal
- 36—Beam
- 40—One side of a leaf
- 42—Falling in drops from clouds
- 44—Wise men of the East
- 46—Tennis implement
- 47—Shoot from ambush
- 49—East
- 50—Facilities
- 52—General tendency
- 53—Straps
- 54—Shoemakers' tool
- 56—Large body of water (abbr.)
- 57—N. Central State of U. S. (abbr.)
- 58—Maob
- 61—Unit of weight for gems
- 63—Senior
- 65—Suffix. Like
- 69—Lithium (abbr.)
- 67—Behold

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



TROJAN TOURERS.

SOLID TYRES —
THE "NO-TROUBLE" CAR.
LANE, GARFORD'S CAR
GRACE

SUGAR

(Continued from Page 5.)

Consumption in the Union of South Africa in 1928 was 206,000 tons, and has for a number of years shown an annual increase of 5 per cent. to 7 per cent. Exports, which less than ten years ago were nil, were 85,000 tons in 1928. The South African Sugar Association has officially declared its export policy to be to ship only raw sugars, i.e., sugars not exceeding 99 per cent. polarisation that shall provide raw material for refiners in the United Kingdom and Canada.

The industry is producing about 60,000 tons of molasses annually, half of which is converted locally into liquid fuels, &c., and the balance exported.

Being entirely outside the tropical zone, the harder varieties of cane are used, Uba being the type mainly grown. As the industry extends into the more low-lying and flat areas of Zululand, it is probable that other types will be needed. The industry has established and supports (at a cost of about £12,000 per annum raised entirely from the millers and planters) a fully equipped experimental station for the purpose of dealing with the difficulties and possibilities of both cultivation and manufacture.

In 1927, the Union Government gave legal effect to the recommendations of a special enquiry set up by its Board of Trade, and Industries, known as the Fahey Conference. Among these arrangements is a provision that the cane farmers shall be paid for their cane according to the current selling price in the Union of No. 1 standard refined sugar, adjusted by scale on percentage of sucrose contents. At the same time, the import duty was raised to 8s. per 100 lbs., and the consuming public was safeguarded by the enactment of a maximum selling price.

Exports to the United Kingdom enjoy the benefit of preference granted to Empire sugars amounting to 3s. 9d. per cwt. on sugar of 96 per cent. polarisation. Even with this preference, export to the U.K. results in a definite loss on every ton exported at the present level of world prices. Without the preference granted by Great Britain, there is no doubt but that sugar production in South Africa could not have attained to present dimensions. A very large increase in the exportable production could be brought about if there were a substantial increase in the preference in the U.K. tariff.

The South African Sugar Association membership includes all the refineries and mills and practically all the cane farmers. The Association is able to negotiate for the whole industry, and its Crop Disposal Committee handles the subjects of distribution and sale, both locally and for export. The arrangement is much facilitated by the fact that the cane capital of the largest refinery, with capacity of 150,000 tons annually, is owned by over a dozen of the milling companies, and the cane is their output, under mutual contract to pass all their sugar through that refinery. The cane farmers are also entitled to hold shares in the refinery and to be represented on its Board. The Refinery Company is limited to an annual dividend of 8 per cent., all surplus profits to be applied to reducing the cost of refining for its constituent members. This important concern, and its basic arrangements, are the subject of the Fahey Conference above mentioned, and is therefore officially recognised by the Government.

MAURITIUS

The Mauritius season is from August to January. The crop is ready in about 18 to 22 months from the time of planting. One-third of the total area of the Island is under cane, making a total of 162,000 acres, of which about 100,000 are cultivated by estates, the balance being farmed by Indians. Labour is almost entirely Indian, the descendants of indentured labourers brought in in the past. There is an average production of 225,000 tons of sugar from rather over 2,000,000 metric tons of cane.

Mauritius is the largest individual exporter of sugar in the British Empire, and it is to be remembered that by being able to purchase the whole of the Mauritius crop in 1922, Britain was then able to escape the price domination of the United States.

The Island is admirably suited for cane cultivation, but is subject to very severe hurricanes. Cane is transported by a network of tramways, and the level of efficiency in cultivation is very high indeed. The number of factories is gradually decreasing as the Colony progresses towards the "Central" system, and recent steps have been taken to achieve uniformity in the colour and texture of the excellent plantation white sugars which constitute nearly the whole of the sugar produced. A feature of the cultivation is the extraordinarily stony nature of the land which handicaps the employment of mechanical cultivation to a certain extent, and which has also contributed to the practice of long ratooning that is, allowing the canes to shoot from the stool again after cutting, instead of replanting. Mauritius has always been noted for the use of a large number of varieties of cane; this has been due to the enterprising cultivation which distinguishes the Colony and has proved a safeguard against the devastations of disease attacking any one variety. The Island has, however, escaped the major cane diseases such as Mosaic and Fiji disease, and severe quarantine regulations exist for imported cane varieties.

Considerable irrigation schemes are being carried out to increase the efficiency and quantity of production.

Mauritius sugar is almost entirely exported. Formerly she had valuable markets in South Africa, Australia and India. The two former have now, however, developed their own production, and India, which gives no preference to Empire-grown sugar, now takes most of its imports from Java. The United Kingdom remains the only market, over 100,000 tons of the Colony, with the possible exception of Canada where the preferential tariff has led to tentative endeavours to find an opening for Mauritius sugar, though it is too early to estimate the value of this at present.

Marketing arrangements are made by a co-operative body, the Sugar

Planters' Syndicate, which markets about 80 per cent. of the crop. Payment to cane farmers is made in terms of sugar delivered to the plant per ton of cane received or by the purchase of the cane. In addition to the selling organisation referred to, the planters are organised for policy in a Chamber of Agriculture and for technical matters in the Society des Chimistes. These bodies work in touch with the Agricultural Department in regard to experiment and research.

Market fluctuations and particularly the continued depression to which sugar has been recently subjected reflect upon Mauritius where sugar is the staple crop.

It is highly essential, from the point of view of British sugar supply, that the sugar industry in Mauritius should be maintained by adequate preferences and fair marketing conditions by Great Britain. The Colony is the most important Empire supplier; it depends virtually on sugar alone, and it may again prove, as it has in the past, the deciding factor in helping Britain to break through foreign attempts to dominate prices.

BRITISH GUIANA

The season of the crop is from October to December and from May to June, and in 1927 50,000 acres of cane were cut, making 100,000 tons of sugar.

The sugar is all grown on a strip of alluvial land bordering the sea, which is below the level of high tide. Consequently elaborate systems of drainage are necessary and provide a canal mesh entering the cane area at regular intervals, and suitable for all questions. The iron "punts" in which cane is collected and which are hauled in strings of four to six by mules to the loading docks of the factories are a characteristic of the Colony and only to be seen there. It is customary in order to revive fields to allow the water to cover them; they begin to grow up with indigenous plants, many of which are leguminous, and these are worked into the ground before replanting. The British Guiana sugar belt is within 6 deg. of the Equator and is out of the hurricane zone, so that with its alluvial soil and warm moist climate it is highly suitable for sugar production. The tendency is, as elsewhere, toward the concentration of small estates into big properties with one large factory; a certain amount—about 4,000 acres—grown by individual small farmers.

The labour is mainly East Indian with some African, the former being brought in (or the descendants of those brought in), under a system of indenture no longer in use. Efforts have been made to re-open immigration from India, but so far have not met with success. The Africans are descendants of the slaves with whose labour the industry was begun. The British Guiana sugar industry was famous for the Golden Crystal known as "Demerara Sugar," but the production of this has fallen off considerably and the industry is mainly concerned with the production of raw sugar at about 96 deg. polarisation. British Guiana has no home market to speak of, and must depend like Mauritius on export entirely. Canada and Great Britain are the only markets open to her, and the future of the industry virtually depends on the extent and stability of the preferences accorded to her in the tariffs of the United Kingdom. There is ample land available for an enormous expansion of the industry, and the capital would be forthcoming if reasonable security of market could be assured, but this in present world conditions is only possible as the result of action by the Imperial Government.

The heavy decrease in the world consumption of rum has directly increased the cost of sugar production in Jamaica (as in British Guiana) but even so they could compete in open markets with all other producing countries except possibly Java.

Trinidad has an acreage of 35,000. The season is from January to June, and recent sugar production, in tons, has been—1926-27, 52,000; 1927-28, 51,500; 1928-29 (estimated), 75,000. Labour is mainly Indian, and a very large proportion of cane comes to the factories from small farmers; the roads at crop time are filled with a stream of their small carts. The sugar area is on the central west side of the island, the southern part of this area being mainly concentrated on one large estate, the northern consisting of several medium sized factories.

The froghopper pest is an intermittent menace to the industry, and the alteration in the crop figures shown above is in some measure due to this. Trinidad is out of the hurricane area. Barbados has an acreage of 35,000, producing between 55,000 and 59,000 tons of sugar. Every inch of the island is cultivated, and it has a large population of African natives who provide more than ample labour at a low price. The shallow soil has made fertilisers of the highest importance in cultivation. A very large part of the product is sold in the form of "fancy molasses" in Canada.

Antigua and St. Kitts, where the season is from February to August, produced as follows:—Antigua, 1926-27, 23,500 tons; 1927-28, 30,000 tons; 1928-29 (estimated), 11,000. St. Kitts, 1926-27, 13,000; 1927-28, 19,000; 1928-29 (estimated), 16,000.

The other British West Indian Islands produce together between 5,000 and 6,000 tons annually. Although the production of sugar in the British West Indian Islands may not be capable of enormous expansion, it can be increased considerably with reasonable security of market, and the whole of the Caribbean area has a strong claim upon the British Government, not only because of its historical, past, but of its economic future. The development of fruit, for instance, has enormous possibilities, and there are other industries of great potential value. But all of these and their value to Great Britain and to Canada rest upon what is still the basic industry of the area as a whole, sugar.

FLI
The season is from June to November. The centrals belong for the most part to Australian companies and the sugar is shipped to New Zealand and Canada. Fiji has gone through a severe labour crisis, indentured labour from India, with which she operated for many years, ceased in 1916, and by 1915 all remaining indentures were cancelled. For some time it was endeavoured to maintain the estate system, but the Indian desire to act as an independent farmer eventually prevailed, and the following figures show more plainly than any description the course of events.

Production in tons 1921-22, 72,000 tons; 1922-23, 29,000 tons; 1924-25, 101,000; 1926-27, 85,000; 1927-28, 95,000; 1928-29, 108,000.

HONG KONG HOTEL VISITORS
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Mr. H. J. Eddo.
Messrs. A. Folger, R. E. Francis.
H. W. Fowler, Mrs. E. Foster.
Miss E. Foster.
Messrs. A. W. Grist, S. P. Gray.
Messrs. J. L. Harrobin, W. I. Hogen, Dr. F. Hildbrand, Mr. and Mrs. S. P. Huang.
Mr. C. Rycroft.
Miss H. Little, Mrs. Lenz, Mr. S. Luressove, Mr. Loong Kwai-lum.
Mr. T. E. Mitchell.
Messrs. C. Nopper, A. Nicholson, J. E. Nixon, S. K. Ng, and family.
Mr. and Mrs. R. E. Park.
Messrs. S. Schofield, T. W. Suter, T. Story.
Messrs. J. Wilkinson, W. Wainmough, A. G. Waller, Wong Chuen-tak, Wong Fook-sang, A. Wagner.

BRITISH WEST INDIAN ISLANDS

Jamaica has an acreage of 45,000, producing annually about 65,000 tons of sugar. The season is from January to June, and the labour, which is almost entirely African, is plentiful and cheap. A feature of the industry is the large number of small factories still existing; though the tendency to centralisation has made rapid strides in very recent years. A large amount of rum was formerly made, but the high duties in Britain and prohibition in the United States have discouraged its production to a great extent.

The heavy decrease in the world consumption of rum has directly increased the cost of sugar production in Jamaica (as in British Guiana) but even so they could compete in open markets with all other producing countries except possibly Java.

Trinidad has an acreage of 35,000. The season is from January to June, and recent sugar production, in tons, has been—1926-27, 52,000; 1927-28, 51,500; 1928-29 (estimated), 75,000. Labour is mainly Indian, and a very large proportion of cane comes to the factories from small farmers; the roads at crop time are filled with a stream of their small carts. The sugar area is on the central west side of the island, the southern part of this area being mainly concentrated on one large estate, the northern consisting of several medium sized factories.

The froghopper pest is an intermittent menace to the industry, and the alteration in the crop figures shown above is in some measure due to this. Trinidad is out of the hurricane area. Barbados has an acreage of 35,000, producing between 55,000 and 59,000 tons of sugar. Every inch of the island is cultivated, and it has a large population of African natives who provide more than ample labour at a low price. The shallow soil has made fertilisers of the highest importance in cultivation. A very large part of the product is sold in the form of "fancy molasses" in Canada.

Antigua and St. Kitts, where the season is from February to August, produced as follows:—Antigua, 1926-27, 23,500 tons; 1927-28, 30,000 tons; 1928-29 (estimated), 11,000. St. Kitts, 1926-27, 13,000; 1927-28, 19,000; 1928-29 (estimated), 16,000.

The other British West Indian Islands produce together between 5,000 and 6,000 tons annually. Although the production of sugar in the British West Indian Islands may not be capable of enormous expansion, it can be increased considerably with reasonable security of market, and the whole of the Caribbean area has a strong claim upon the British Government, not only because of its historical, past, but of its economic future. The development of fruit, for instance, has enormous possibilities, and there are other industries of great potential value. But all of these and their value to Great Britain and to Canada rest upon what is still the basic industry of the area as a whole, sugar.

FLI
The season is from June to November. The centrals belong for the most part to Australian companies and the sugar is shipped to New Zealand and Canada. Fiji has gone through a severe labour crisis, indentured labour from India, with which she operated for many years, ceased in 1916, and by 1915 all remaining indentures were cancelled. For some time it was endeavoured to maintain the estate system, but the Indian desire to act as an independent farmer eventually prevailed, and the following figures show more plainly than any description the course of events.

Production in tons 1921-22, 72,000 tons; 1922-23, 29,000 tons; 1924-25, 101,000; 1926-27, 85,000; 1927-28, 95,000; 1928-29, 108,000.

HONG KONG HOTEL VISITORS
April 23, 1929.
Messrs. A. Bresch.
Messrs. E. J. Carmichael, J. G. Carlson.
Messrs. M. Deryver, M. Davis, Mr. A. Danjou, L. Demeure.
Mr. H. J. Eddo.
Messrs. A. Folger, R. E. Francis.
H. W. Fowler, Mrs. E. Foster.
Miss E. Foster.
Messrs. A. W. Grist, S. P. Gray.
Messrs. J. L. Harrobin, W. I. Hogen, Dr. F. Hildbrand, Mr. and Mrs. S. P. Huang.
Mr. C. Rycroft.
Miss H. Little, Mrs. Lenz, Mr. S. Luressove, Mr. Loong Kwai-lum.
Mr. T. E. Mitchell.
Messrs. C. Nopper, A. Nicholson, J. E. Nixon, S. K. Ng, and family.
Mr. and Mrs. R. E. Park.
Messrs. S. Schofield, T. W. Suter, T. Story.
Messrs. J. Wilkinson, W. Wainmough, A. G. Waller, Wong Chuen-tak, Wong Fook-sang, A. Wagner.

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1846

HONG KONG, WEDNESDAY, APRIL 24, 1929.

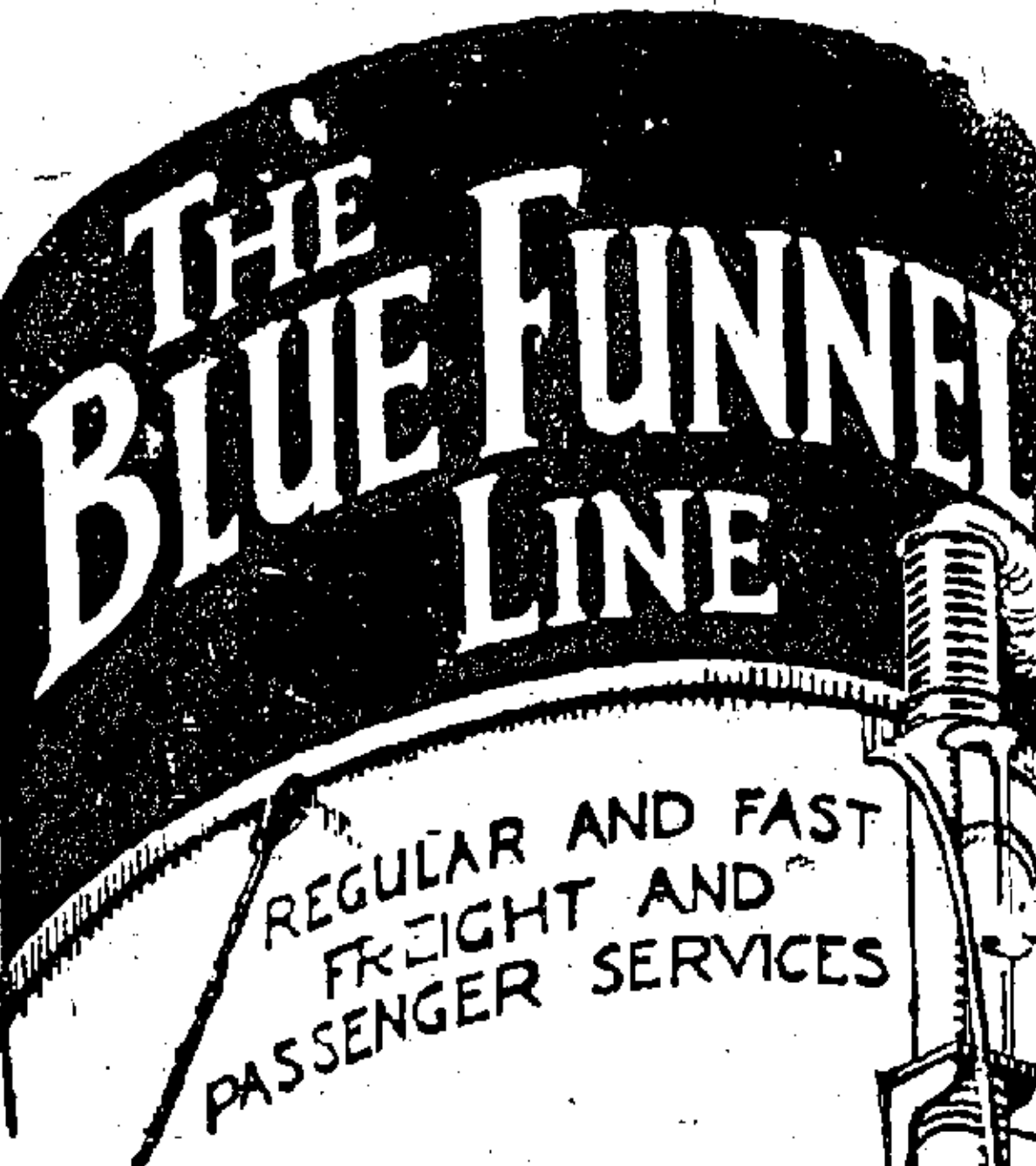
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LIVERPOOL SERVICE

"GLAUCUS" 3rd June Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"IXION" 11th May Victoria, Vancouver & Seattle
"TYNDAREUS" 1st June Victoria, Vancouver & Seattle

NEW YORK SERVICE

"REXENOR" 8th May New York, Boston & Baltimore
"NELEUS" 5th June New York, Boston & Baltimore

INWARD SERVICE

"PEI EUS" Due 26th Apr. For Shanghai, Kobe & Yokohama
"PERSEUS" Due 29th Apr. For Shanghai, Kobe, Yokohama & Otaru

PASSENGER SERVICE

"RECTOR" 15th May Singapore, Marseilles & London
"AENEAS" 11th June Singapore, Marseilles & London

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POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per
WEDNESDAY, APRIL 24.	
Shanghai & Europe via Siberia	Alipore
THURSDAY, APRIL 25.	
Amoy	Tilawa
Straits	Hosang
Europe via Suez (Letters and papers, London, 28th Mar. & parcels, 21st Mar.)	Morea
FRIDAY, APRIL 26.	
Shanghai and Amoy	Liangchow
Shanghai	Mantua
Calcutta and Straits	Talamba
U.S.A., Canada, Japan & Shanghai	Pres. Jackson
SUNDAY, APRIL 28.	
Manila	Empress of Russia
MONDAY, APRIL 29.	
Manila	President Pierce
MONDAY, MAY 6.	
Australia and Manila	Tanda
WEDNESDAY, MAY 8.	
Canada, U.S.A., Japan and Shanghai	Empress of Asia

OUTWARD MAILS.

Per	
WEDNESDAY, APRIL 24.	
Fort Bayard	Tohokan 3.30 p.m.
Sam Shui and Wuchow	Kochow 4.30 p.m.
THURSDAY, APRIL 25.	
Hoihow, Pakhoi and Haiphong	Menado Maru 8.30 a.m.
Straits	Van Heutsz 10.30 a.m.
Hoihow	Kwangtung 10.30 a.m.
Saigon	Hanyang 10.30 a.m.
Fort Bayard	Tai Poo Sek 12.30 p.m.
Amoy	Chengtu 1.30 p.m.
Swatow	Hydrangea 2.30 p.m.
Saigon	Solviken 3.30 p.m.
FRIDAY, APRIL 26.	
Shanghai and Europe via Siberia	Morea 10.30 a.m.
Straits and Calcutta	Tilawa 12.30 p.m.
Letters	Hosang 1.30 p.m.
Amoy	Hosang 5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Bombay, Aden, Egypt and Europe via Marseilles	Mantua (Due Marseilles, 24th May.) K.P.O.
Parcels	Apr. 26, 4.30 p.m.
Registration	Apr. 27, 9 a.m.
Letters	Apr. 27, 10 a.m.
G.P.O.	
Parcels	Apr. 26, 5 p.m.
Registration	Apr. 27, 9.45 a.m.
Letters	Apr. 27, 10.30 a.m.
SATURDAY, APRIL 27.	
Hoihow, Pakhoi and Haiphong	Hupei 8.30 a.m.
Manila	President Jackson 4.30 p.m.
Amoy	Anhui 5 p.m.
SUNDAY, APRIL 28.	
Bangkok via Swatow	Kalgan 9 a.m.
Foochow	Luchow 9 a.m.
Swatow, Amoy and Formosa	Canton Maru 9 a.m.

*Correspondence bearing vessel's name only.

BRITAIN'S WAR DEBT TO AMERICA

\$246,600,000 PAID

RECEIVED FROM FORMER ALLIES \$33,700,000

OFFICIAL STATEMENT

London, Yesterday. A statement in the House of Commons today that the total amount paid to America on account of the British debt to date was \$246,600,000 and the total amount received by Great Britain from former allies in the Great War was \$33,700,000.—British Wireless Service.

KELLOGG PACT

JAPAN LIKELY TO RATIFY WITHOUT RESERVATION
A DEBATABLE PHRASE

Tokyo, Yesterday. Official circles intimate that the Kellogg Pact is now likely to be ratified without reservation, although some sort of rider will probably be added ensuring that the words "in the name of the people" will be interpreted so as not to conflict Japanese constitutional practice.

Though officials are non-committal, the vernacular papers assert that the authorities are endeavouring to have the matter settled before the arrival of the Duke of Gloucester.—Reuter.

[A Washington telegram of yesterday's stated that the treaty of renunciation of war now only lacks the Japanese ratification to make it effective.]

U.S. PROHIBITION

ANOTHER BRUSH WITH THE COASTGUARD

PROTEST TO WASHINGTON

New Haven, Yesterday. The skipper of the steam collier "Tad Jones," plying between Norfolk, Virginia, and New Haven, states that on Saturday evening when 50 miles from the coast of New Jersey the coastguard cutter "Seneca," suspecting her to be a rum runner, fired shells across her bows.

Subsequently a commander and an ensign boarded the collier, and allegedly subjected the officers to indignities. Mr. Tad Jones, the president of the company operating the collier, is an ex-football coach at Yale University. He is protesting to Washington.—Reuter.

REPARATIONS

AN IMPORTANT COMMITTEE APPOINTED

Paris, Yesterday. The Reparations Experts' Committee, in a communique, states that it has unanimously decided upon the appointment of a sub-committee consisting of the heads of each group and has drawn up a report embodying the points already agreed upon.

Meanwhile, it is anticipated that all the groups will continue their efforts to reach an agreement on points upon which no accord has yet been reached.—Reuter.

UNITED ASBESTOS

LOCAL COMPANY TO BE WOUND UP

DISAPPOINTING RESULTS

At an extraordinary meeting of the shareholders of the United Asbestos Oriental Agency, Ltd., held this morning at the offices of Messrs. Dodwell & Co., Ltd., it was decided that the company should be wound up and that Messrs. Dodwell & Co., Ltd., be appointed liquidators.

The meeting was presided over by Mr. J. P. Warren, and there were also present Mr. T. E. Pearce, Mr. H. J. Silva, Mr. R. S. Vieira and Mr. G. R. Edwards (Secretary).

Addressing the shareholders, Mr. Warren said:—

As you are aware, the results of this company's working for the last three years has been very disappointing and not only has it been impossible to pay any dividend but inroads have had to be made on the company's resources in order to keep things going.

Reluctantly Decided

At the last annual general meeting, the Hon. Mr. Owen Hughes said he considered some serious steps ought to be taken in view of the unsatisfactory state of the company's business. The chairman in reply stated that Messrs. Dodwell & Co., Ltd., who were the largest shareholders, in view of such a position as referred to by the Hon. Mr. Owen Hughes, had had in mind the advisability of voluntary liquidation while the assets of the company were still intact.

Your General Managers have had this matter under consideration for some time past and as the working result of the current year is unsatisfactory and there does not appear to be any chance of the company showing an improvement, they have reluctantly decided that the best thing to do is to go into voluntary liquidation.

Conditions Changed

The working for ten months without allowing anything for depreciation, had debts, etc. will come out about even, the turnover being smaller than in previous years resulting in less revenue.

As you probably know, this company was originally founded to supply stores, paints, engine room requisites, etc., to steamers frequenting the port, but owing to world-wide stringency with its consequent reduction in expenditure, steamers take most of their supplies at home ports, add to this the ever increasing competition on all sides in this class of business, this company does not secure sufficient orders to make it a paying concern.

Final Conclusion

Your General Managers have given this matter their very serious consideration and have finally come to the conclusion that liquidation is in the best interests of shareholders.

I therefore beg to propose the following resolution as an extraordinary resolution:—

"That the company be wound up voluntarily and that Dodwell & Co., Ltd. of Hong Kong be appointed liquidators for the purpose of such winding up."

(Continued at foot of next column.)

LANCASHIRE COTTON INDUSTRY

A LOCK OUT?

500,000 WORKERS MAY BE INVOLVED

SERIOUS POSITION

London, Yesterday. A general lockout in the Lancashire Cotton Industry is threatened, involving 500,000 workers.

There has been a misunderstanding at the Alma Mill, Oldham, where employers and operatives accuse each other of breaking agreements.

As a result the operatives struck. The Emergency Committee of the Master Cotton Spinners' Federation has now decided to recommend the Federation to serve lockout notices to the whole industry, to take effect on May 13.—Reuter.

"LESSON TO ALL"

PUISNE JUDGE'S WARNING TO ROBBERS

SENTENCES AT SESSIONS

Sentence was passed by his Honour the Puisne Judge (Mr. Justice Wood) in five cases in the April Criminal Sessions, as follows:—

Pang Liu and Wong Tai-chuen, robbery at No. 2 Ki Hing-street on Jan. 16:—five years hard labour each. Flogging was not imposed because Pang Liu was certified medically unfit.

Chan Shu, Chan Kai and Wong Yu-an: robbery at No. 24, D'Aguilar-street on March 5:—each five years' hard labour and 12 strokes of the "cat." His Lordship said: "I am going to impose sentence upon you which I hope will impress on you the gravity of your offence and will be a lesson not only to you but also to other persons who contemplate the same offence."

Lo Man, who was in the same trial, but was convicted of receiving stolen goods, but not of robbery, was sentenced to three years' hard labour.

Hotel "Boy"

Chan King-shun, boy at the Metropole Hotel, charged with possession of arms handed him by robbers in the D'Aguilar-street case: two years' hard labour, his Lordship taking into consideration the extenuating circumstances of his youth and the fact that his employer, Mr. Leong, had spoken well of him.

Yan Ngau, highway robbery at Wong-nel-chong-road on Jan. 8:—three years' hard labour.

Li Kui, Mak Kwai and Au Woon, robbery at No. 78, High-street on Feb. 7:—each five years' hard labour and 12 strokes of the "cat." Mak Kwai was sentenced to an additional three years for possession of arms but this sentence will run concurrently.

Alleged Forgery

When the last prisoner in the Sessions was called by name of Mak Chun-long, before the Puisne Judge this morning, he shook his head and declared himself to be Ng Shing.

He was charged with forgery (there being two counts) of a deed assigning to R. A. E. Castro Baso the steam launch "Sun Chiu On" for a mortgage of \$3,000.

Mr. Somerset Fitzroy (Assistant Attorney-General), instructed by Mr. L. R. Andrewes (Assistant Crown Solicitor) said that, at the Magistrate's prisoner's solicitor, Mr. Leo d'Almeida e Castro, Sr., had disclosed the defence to be that prisoner was Ng Shing and therefore entitled to sign the deed.

Mr. C. G. Alabaster, O.B.E., K.C. (who is instructed by Mr. d'Almeida for the defence) was asked which part of China prisoner came from. Prisoner replied: "I was born in Yaumati, and I do not understand the Chiu-chow dialect." Arrangements for interpretation were made accordingly.

While inspecting defective gas fittings in a house in Birkenhead, a Corporation official was injured by an explosion which blew two doors off their hinges.

The proposal was seconded by Mr. Pearce.

A further extraordinary general meeting will be held at 11 a.m. on Friday, May 10, at Messrs. Dodwell & Co., Ltd. for the purpose of confirming the above-named resolution as a special resolution.

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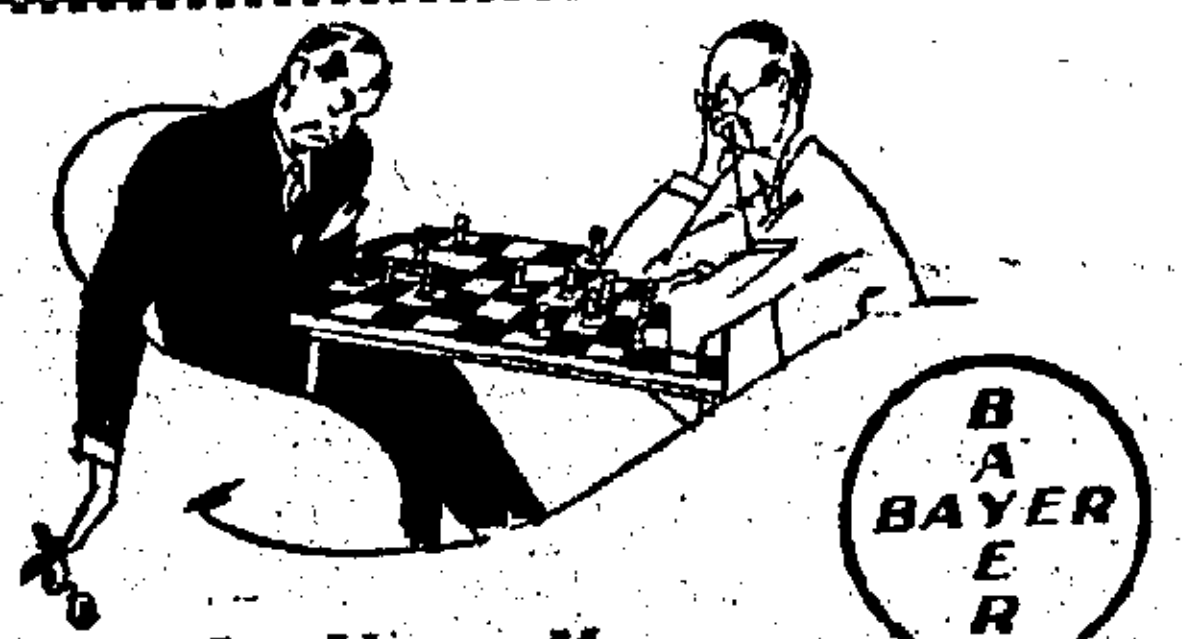
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